

# THE WAR IN PICTURES

DEC 8<sup>th</sup> 1917

PRICE 10 CENTS

In Canada, 15 Cents

## Leslie's

*Illustrated Weekly Newspaper*



### Notice to Reader

When you finish reading this magazine place a one cent stamp alongside of this notice, hand same to any postal employee, and it will be placed in the hands of our soldiers or sailors at the front.

A. S. BURLESON,  
Publisher.

ORSON LOWELL

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# Don't *Wish* for Health —*Get* It—and *Keep* It

There is no royal road to health.

But if you will take the precaution to assure yourself regularity of bowel action, you will have overcome one of the chief causes of ill health—constipation.

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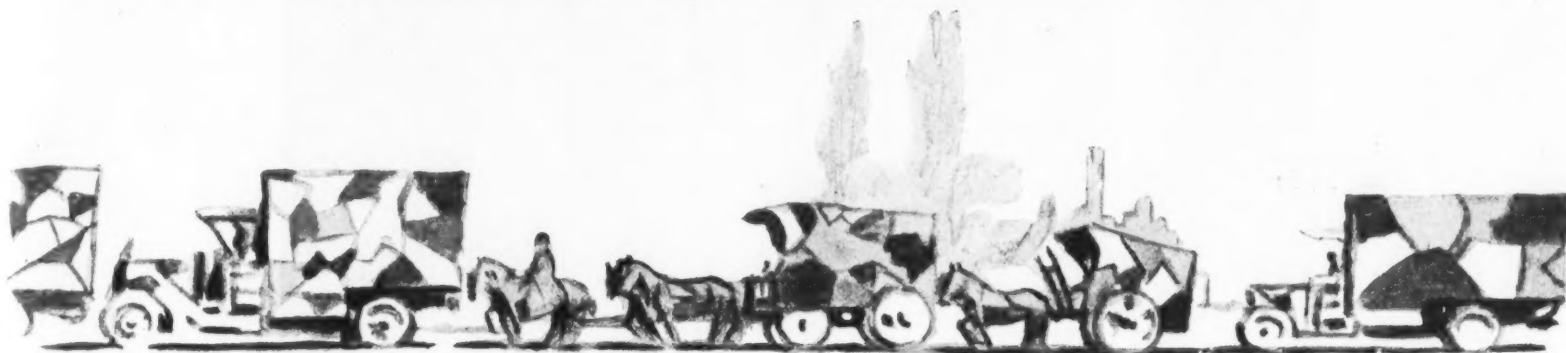


*Regular As Clockwork*



# The French as Baldrige Sees Them

Sketches for LESLIE's by C. Le Roy Baldrige, now on duty at the front



A glimpse of the continuous line of traffic back of the lines in France, showing vehicles with covers painted in "camouflage" designs which gives them the appearance of a cubist art exhibit escaped on wheels -

Baldrige -



American Field Service

Mr. Poilu

an automobile mechanic with the American Field Service

Portrait of a real American cigarette in France

Henri's brother who helps the dogs keep sheep

The young man who waits our camps daily for confiture Americans

"Henri" who was able to stop long enough to give for picture

Madelon the gardeners daughter who teaches us French

C. Le Roy Baldrige France '17



## ONLY A *Highest Grade* TRUCK Is *Economical* FOR THE *Large Or Small* TRUCK USER

**A**LL business must be as efficient as big business under the handicaps of war time conditions. The strain upon truck service increases as the railroads become burdened with war traffic. Motor trucks must take over a larger share of commercial transport, eliminating short hauls by rail wherever possible. Fewer men will be available. Each truck will be called upon for faster and heavier work.

The truck which cannot stand up under high pressure operation fails in the most vital respect—*uninter-*

*rupted work.* It depreciates rapidly, with ever-diminishing efficiency and ever-increasing repairs. Time off duty is extremely expensive.

Big concerns look ahead. They see what is coming and fortify their delivery service with fleets of the most efficient trucks money can buy. They know from experience that a high grade truck will outlast two or more of cheaper construction. It can be worked to the limit and *stay in active service.*

If this is important to the large truck user, with his own repair facilities and "extra" truck units in

reserve, how much more important is it to the smaller truck user, with one, two, three or even half a dozen trucks, who has very limited shop facilities and no chance to "substitute" when a truck is laid up.

War conditions will prove quickly what years of peace service have been steadily evincing, that the best trucks are the cheapest, regardless of price. They last longer, do more, cost less to operate.

With White Trucks and White service facilities behind him, any user of trucks will be equipped to meet the most strenuous demands.

**THE WHITE COMPANY**  
CLEVELAND

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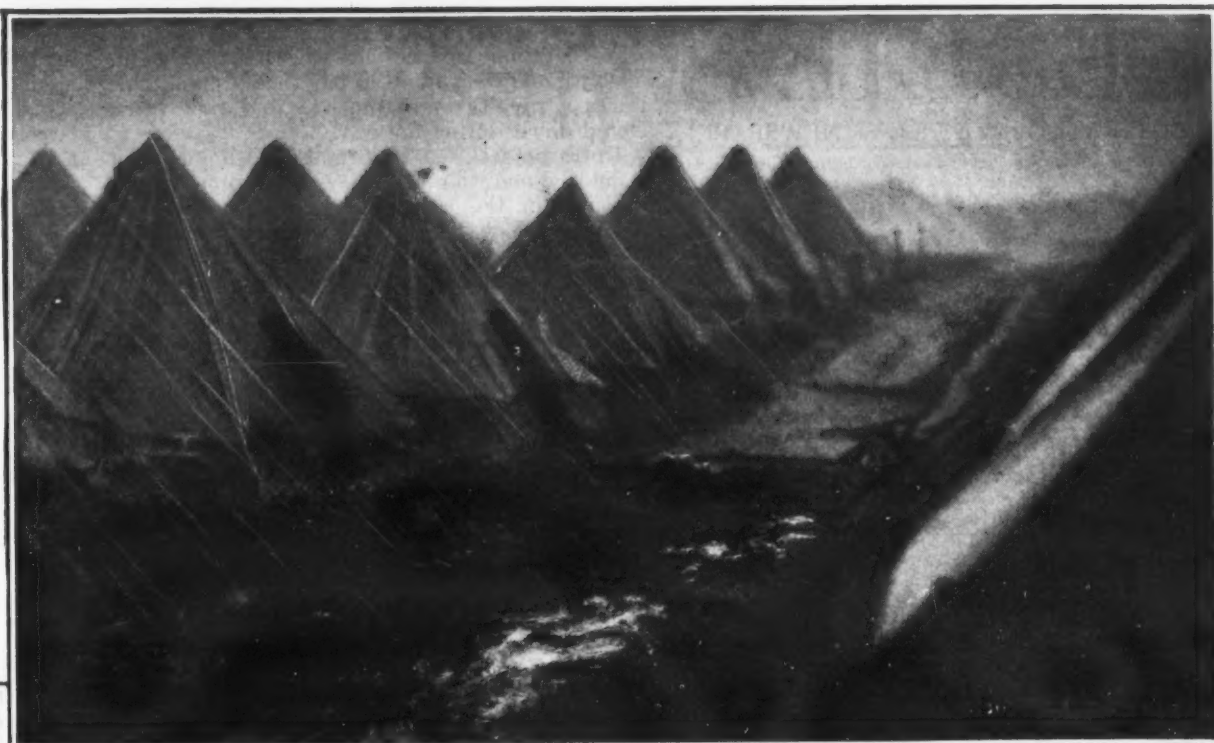
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# Rain and Mud!

## The Soldier's Gay Life

Exclusive photographs for LESLIE'S  
from ARTHUR FRYER



These unusual pictures were taken in the camp at Syracuse, N. Y., during and following a thunder-storm. The company street is changed in a moment from a busy thoroughfare to a village of well-filled tents.

Fall rains in a northern camp are far from welcome to the soldier boys who have to wade through the mud. The men above are draining the flooded district, while those at the right are wet but happy.





# LESLIE'S

ILLUSTRATED WEEKLY NEWSPAPER

The Oldest Illustrated Weekly Newspaper in the United States  
Established December 15, 1855

Edited by JOHN A. SLEICHER

"Stand by the Flag; In God we trust"

Entered as Second-Class Mail Matter, Post Office, New York, N. Y.  
10 cents a copy—\$5.00 a year.

CXXV SATURDAY, DECEMBER 8, 1917 No. 3248

## Mischievous

By COLONEL ROOSEVELT

**T**HE demagogic effort to break up or destroy all business merely because it is big, or because it is prosperous, is thoroughly mischievous from every standpoint. The aim should be to encourage business and control it; to secure cooperation among all engaged in the business, as far as possible, and to supervise a large-scale business so as to insure its good behavior, but not to penalize it while it renders proper service. At this moment the Government has practically suspended the Sherman law, and along certain lines is encouraging business men to do the very things the Sherman law forbids.

## Accursed!

**W**HEN you pay the extra one-cent stamp on your letter, blame the Kaiser.

When you pay that extra Pullman and railroad fare, blame the Kaiser.

When you pay from five to fifty cents more to go to the movies or to the theater, blame the Kaiser.

When you pay that extra tax on your club dues, blame the Kaiser.

When you pay the extra cost for parcels post, for your telegram, or cablegram, blame the Kaiser.

When you send a Christmas box to your boy on the firing line, or on the battleship, blame the Kaiser.

When you read of homes in Belgium, in Servia, Rumania, France and Italy devastated by war and the suffering and slaughter on the battlefield, blame the Kaiser.

When you read of the Zeppelin raids in London, and the murder of innocent civilians, school children at play, the aged and infirm in hospitals or wounded in care of the Red Cross, blame the Kaiser.

And when you say your prayers at night, pleading with the good Lord above for all his tender mercies, bear in mind that he has said: "Vengeance is mine. I will repay."

## How to Get More Coal

**N**O one questions the sincerity of the Fuel Administrator's efforts to increase the output of coal. An excess of 100,000,000 tons above normal production is needed this year for war purposes. Dr. Garfield, Fuel Administrator, estimates a possible increase of production of half this amount, leaving the other 50,000,000 to be conserved by frugality of use in homes and factories. The disturbing element is that with governmental control and regulation of prices the 50,000,000 additional tons are not being mined. Practical coal men complain that this is due in part to governmental red tape. Operators are facing the worst car famine in twenty years. An operator cites one Pennsylvania district where in three weeks almost a million tons of coal were lost to the public on account of car shortage, while in many instances cars, within sight of the mines, could not be moved by the railroads on account of Government orders.

Nothing should be allowed to interfere with the one great end—a larger output of coal. Small, inefficient, poorly-located and unprofitable mines should be closed down and all available miners

employed in the large, well-equipped mines where transportation facilities are the best. The industry could then afford to pay these unprofitable mines a royalty of so much a ton while being closed down during the war.

Operators feel, too, that the Fuel Administrator should be one who has had years of practical experience in the coal industry. The President gave a Replogle to control iron and steel, a Pillsbury to control flour and a Hoover to control food. It is even more important that the control of fuel, upon which all other industries depend, should be in the hands of one who has had life-long experience in the coal industry.

Why would it not be a good plan to appeal to the loyalty of the coal operators, to put them on their honor, and abolishing all restrictions and red tape, to give them a free hand to speed up production to meet the war needs of the country? We are not getting the required coal by present methods. Coal operators are patriotic and want to do their part in winning the war. Give them a free hand for a month and see if results do not justify the trial.

## A Dangerous Policy

**T**HE danger of government by commission is not alone the putting of great authority in the hands of a few, but what is worse, allowing these few to administer as well as to make law. Ex-Senator George Sutherland of Utah in his address recently before the American Bar Association made the point that these two functions are so utterly different that in a democratic government they must be kept absolutely apart. "To confer upon the same man, or body of men, the power to make the law and also to administer it," said Mr. Sutherland, "would inevitably result in despotic government by substituting the shifting frontiers of personal command for the definite boundaries of general, impersonal law." The vast powers given to bureaus and commissions should be the subject of serious consideration.

The Federal Trade Commission, for example, is given practically limitless authority over the operation of from three to five hundred thousand corporations. The men charged with such a tremendous task should be men whose business experience and success are of the first magnitude. But under our system of political appointments, how seldom are bureaus and commissions filled with men of the highest caliber. Washington, in his Farewell Address, warned the country against the tendency to "consolidate the powers of all the departments in one and thus to create, whatever the form of government, a real despotism."

As a means to help win the war, government by commission may be necessary, but the people should be awake to the danger to democracy that lies in commissions as a permanent method of government.

## Hope in the South

**W**HILE talking about the economic war which is to follow the war, we must not forget the struggle with Socialism which every Power involved in the war will have to face. Democracy is pitted against autocracy in this war, but democracy, as Russia's unhappy condition attests, may be well-nigh strangled by Socialism. When the war is over America, too, will have to meet the test of Socialism. Colonel Waterson in the Louisville *Courier-Journal* speaks of the "danger in the oncoming of the proletariat, no man on horseback to ride the masses down, nor superman to lead the mob aright." Where will the nation find its strength when the great trial comes, if not in the South, the South which gave to us our Washington, whose population is still predominantly American and which cherishes the traditions of the fathers?

Even New England, which has had an influence in moulding the national life far beyond its size and population, has become the melting pot of European races. The unrest that characterizes our great industrial centers will usually be found

to have been hatched among aliens. Strikes are incited by foreign-born agitators who easily play upon the passions of the proletariat from Europe. Socialism, in this country, derives its strength largely from across the sea. John Spargo, one of the leading authorities on Socialism, has said that when he came to this country from England it was difficult to find a local Socialistic body whose proceedings were transacted wholly in English. The South with its old stock, sturdy in its Americanism, and cherishing national traditions, will be to the nation a tower of strength when the real grapple comes with revolutionary Socialism.

## The Plain Truth

**BIBLES!** Between December 1st and 11th, a campaign throughout the country will be conducted to raise \$400,000 to purchase khaki-bound testaments for the soldiers and sailors, to be distributed through the Y. M. C. A. and Army and Navy chaplains. It is backed by the Federal Council of Churches. Contributions, large or small, will be welcomed by the American Bible Society, Astor Place, New York City. Help!

**FAIR PLAY!** Several leading newspapers have charged Chairman Claude Kitchin of the House Ways and Means Committee with having favored provisions in the war revenue bill that discriminated against the North and in favor of the South, and have even accused him of having boasted that such was his intention. We have not always agreed with Mr. Kitchin, but partisan Democrat as he is, it is only fair to say that he has never in any public utterance that we have heard of appealed to sectional prejudice or sought to rekindle sectional animosity. On the contrary, he has always deprecated and condemned the attempt on the part of any one to create sectional discord. Mr. Kitchin has been a popular target for the press, one of the accusations being that he threatened to defeat the entire war revenue bill if the zone system, with its increased rate for second-class mail matter, was not adopted. What he did say was that the House conferees could not yield to the Senate amendment striking out the entire provision without taking the matter back to the House for instructions, and that, unless some reasonable increase were made in second-class postage, the House conferees would have to report disagreement as to that feature of the bill and ask for further instructions from the House. Mr. Kitchin's demand for a "reasonable" increase is quite different from the destructive zone system adopted in the bill, which should be repealed at the earliest opportunity.

**ADVERTISING!** A cynical reader of LESLIE'S writes to ask if we will explain whether the Periodical Publishers of the country paid for the five full-page advertisements they printed in all the Washington daily newspapers during the closing days of the special session of Congress. These advertisements were intended to set forth for the benefit of the public, and especially of Members of Congress, the attitude of the leading periodicals regarding the proposed increase in second-class postal rates and the establishment of an archaic zone system. The advertisements were paid for at regular rate. Our correspondent intimates that the publishers of the periodicals might have used their own columns for their defense, which of course is true, but this is begging the question. The one thing the publishers desired was to get before the public in the quickest time a fair statement of their point of view, and they did so most effectively through the Washington dailies at the cost of several thousand dollars. It is well to remind our critic that this is an age of advertising. Never before have newspapers, and periodicals been so eagerly sought by some of the largest interests that in the past never thought of advertising. These are finding that they can make an impressive appeal to the public through the leading publications of the country by buying sufficient space and using it as their own. Recently the Pullman Company, for the first time in its history, has been using liberal space in well-known periodicals to set forth the service it renders so effectively to the public. The Bethlehem Steel Corporation presented in a most logical way its side of the matter when Congress was discussing the high cost of munitions. The brewers are explaining their attitude toward the cause of temperance. The bankers, the railways and large industrial corporations of all kinds which have not had a fair hearing from the press are just realizing that they can say anything they desire to the American public by buying space for the presentation of the facts they wish to present. We are entering upon a new era in the advertising field. The outcome is being watched by publishers generally with great interest.

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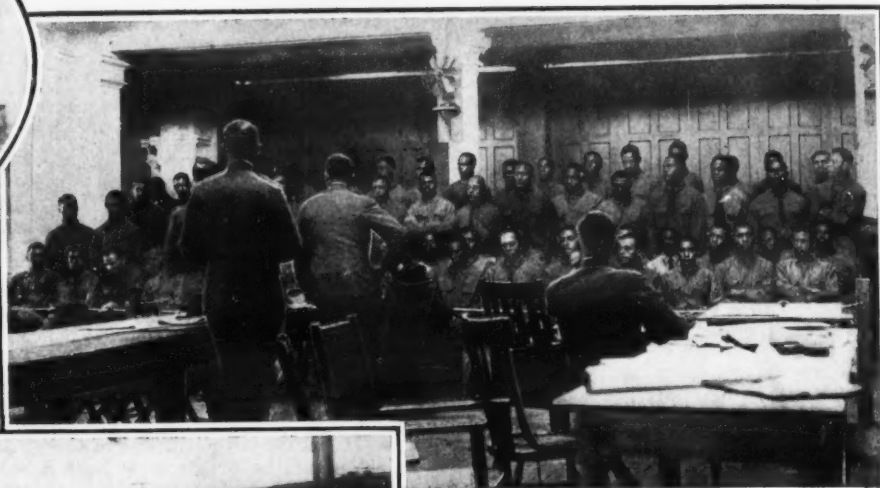


# Here and There in America

**MINNESOTA**  
The farmers have responded to Food Administrator Hoover's plea for an increase in the production of foodstuffs. Among other crops which have broken records in the 1917 harvest is the sugar beet, the yield of which is unprecedentedly heavy. The work of harvesting the crop is now completed. Even under the lower prices for sugar fixed by the government the farmers will profit, since they will receive more for their beets than ever before. The photograph shows a pile of beets estimated to contain 30,000 tons, dumped into the yards of a sugar plant near Ogden, Utah.



At Niagara, Ontario, a Polish army is in training for service in France. The men will be led by French officers, though they are to wear the British uniform. The various regiments are made up of Poles from Canada and the United States. A group is seen above beneath the flag of one of the Polish National societies.

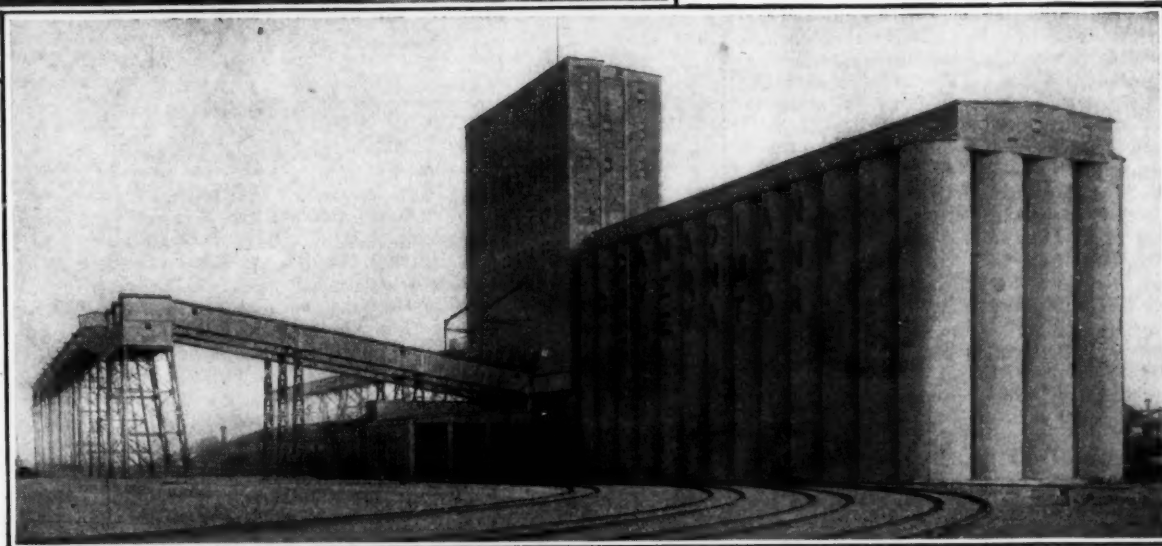


Facing charges of murder, mutiny, assault and disobedience of orders, sixty-three negro soldiers of the 3d Battalion, 24th Infantry, are being court-martialed at San Antonio, Texas, for having participated in rioting in Houston, Texas, on August 23. During the trouble, which was caused chiefly by race friction between the negro soldiers and white policemen of Houston, fourteen persons were killed and several soldiers shot. The trial court consists of 13 members headed by Brigadier-General George K. Hunter, president. The picture shows the defendants in the court-room.



This train was loaded with several hundred negroes bound for Camp Pike, Little Rock, Arkansas, when it ran off the track at Hope, Arkansas, owing to a misplaced switch. Several soldiers and train attendants were injured.

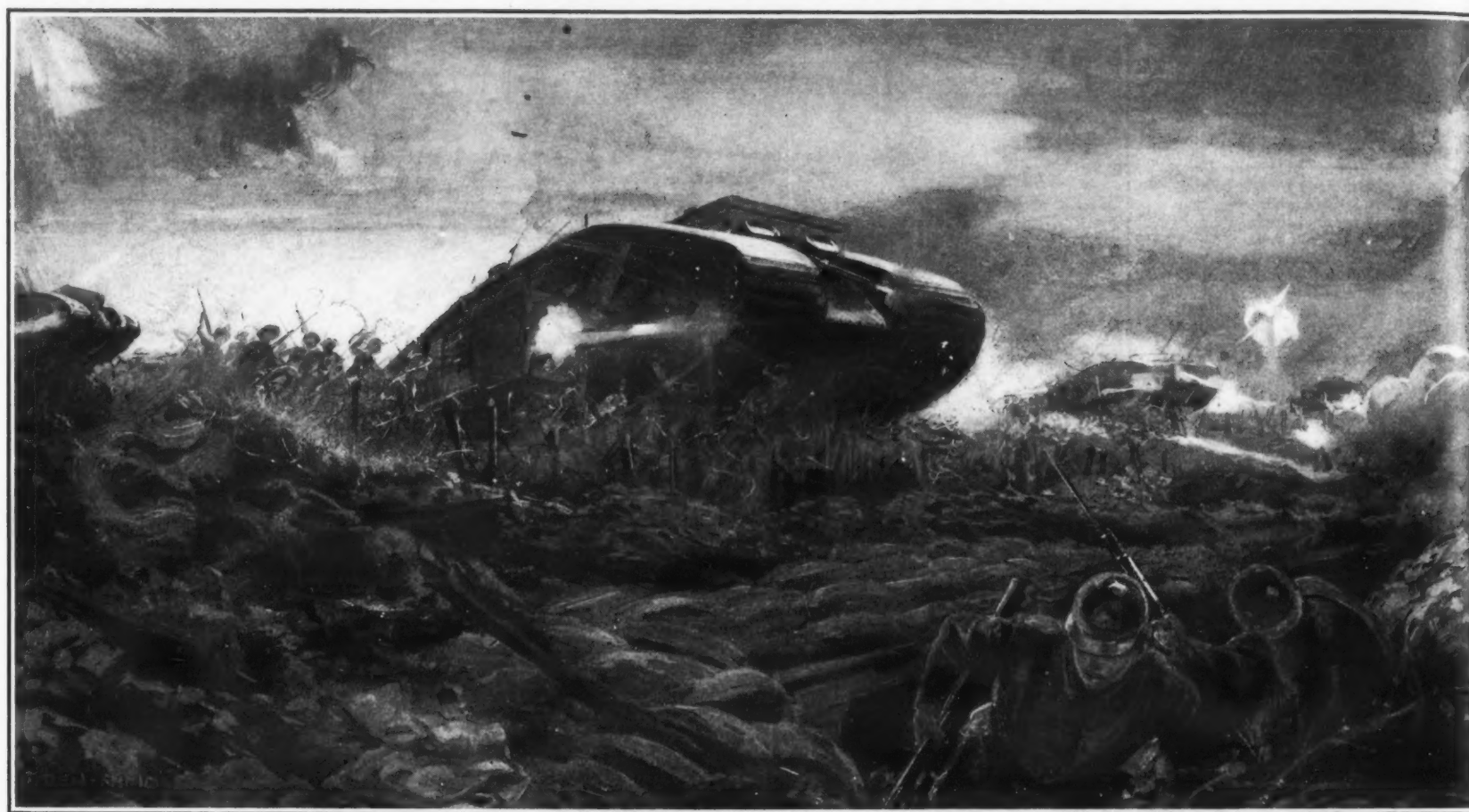
**BRITISH COLUMBIA**  
The Vancouver-Panama-Great Britain route for grain from the prairie provinces of Canada was opened recently by the sailing of an 8800-ton British steamer loaded with 100,000 bushels of wheat. The event is an epoch in Canadian history. The Canadian Government in the last four years has built five vast storage elevators with a total capacity of 15 million bushels. These are situated at Port Arthur, Moose Jaw, Calgary, Saskatoon, and Vancouver. The photo shows that at Vancouver, storage capacity 1 1/4 million bushels, completed in 1916. It can load four vessels at once with a maximum output capacity of 60,000 bushels an hour.





# A Week of the War

By HENRY FARRAND GRIFFIN



Our artist pictures the grand fleet of tanks grinding their way over the German trenches in the recent advance near Cambrai.

## The Battle of the Tanks

THE recent British victory on the Western Front is likely to go down in military history as the "Battle of the Tanks." Its importance is out of all proportion to the ground gained, even though that result in a considerable withdrawal of the German lines. The significant point of the British army's success is that it smashed a supposedly impregnable fortified line by an entirely new tactical method of frontal attack. Since the fighting in the west settled down into trench warfare the conviction has been steadily growing that frontal attack on effectively defended intrenched positions can only succeed after sufficiently thorough artillery preparation to pulverize the enemy's front-line trenches and open a way through wire entanglements for the assaulting infantry. In other words the infantry has tended to become the peg that is moved forward to occupy positions already won by the artillery. The whole history of trench warfare in the past couple of years seemed to bear out this conclusion. This was the method by which the Germans came within an ace of succeeding at Verdun. This was the method by which the Germans were literally blasted out of their positions in the Battle of the Somme and later before Ypres. The only exception was the successful French surprise attack at Verdun which regained in a few hours much of the ground previously won by the Germans in months of bitter fighting. This French surprise attack was undertaken with practically no artillery preparation. But when the French tried to repeat the operation in their spring offensive in the Aisne, the attempt failed with such terrible losses that the morale of the French army for a time was seriously impaired. That ended attempts at frontal attack without artillery preparation until the recent British smash through the famous Hindenburg line before Cambrai.

### How the Tanks Turned the Trick

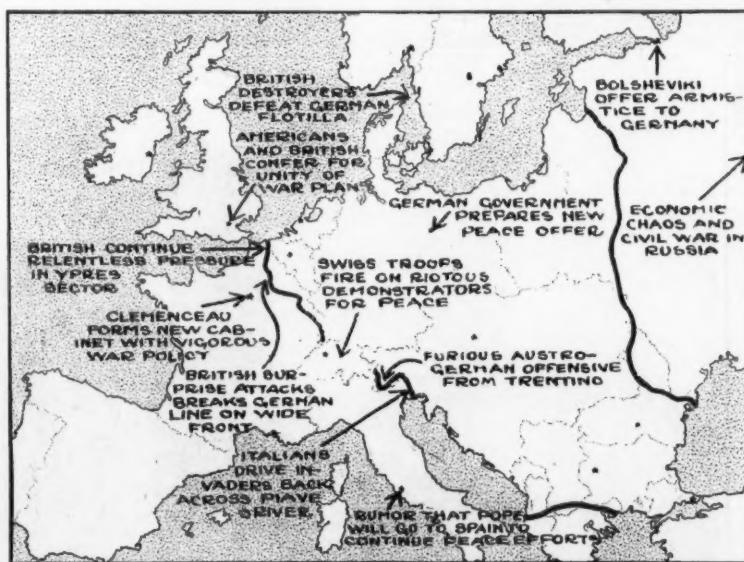
THE method of the British attack was intensely interesting. On a front somewhere between 20 and 30 miles long,

between St. Quentin and Arras, large forces of infantry, cavalry and artillery were concentrated, together with a very considerable number of tanks of larger design and heavier armament than any used heretofore. Apparently this concentration was effected at night or under cover of misty weather so that the Germans had no inkling of the surprise in store. It seems probable also that the British must have held pretty complete control of the air along this sector while the concentration of men and materials was under way. No artillery beyond that ordinarily employed on this front went into action before the attack began. It came suddenly, without the slightest warning, and took the Germans completely by surprise. The tanks lumbered across No Man's Land with the infantry following close behind. They were smashing their way through the wire entanglements almost before the Germans knew what was happening. They rolled over the front-line trenches, silencing the nests of machine-guns while the infantry was streaming through the openings already

broken in the wire entanglements. Now the concealed British batteries roared into action smothering the German lines of communication and dispersing the reserves that were being rushed to the front. The German lines in this sector had long been thinly held and the British attack was so swift and overwhelming that it smashed right through the first and second lines and in some places swept over the third line of defense and into the open. This occurred where the full weight of the British attack was concentrated before Cambrai along a comparatively narrow front of four or five miles. Here the British broke through into country sufficiently open for the use of cavalry, and their mounted troops were flung into action in something like the old "war of movement." Within twenty-four hours, however, the Germans were able to assemble sufficient reserves to contest every inch of the British advance and to counter-attack vigorously at critical points. Thus the British drive slowed down after reaching the outskirts of Cambrai and a battle royal ensued for possession of this town, which has long been an important German base. Upon the final outcome of the fighting depended the fate of the present German positions along this sector. With Cambrai in British hands a considerable German withdrawal would almost certainly follow.

From a strategic standpoint the effect of the British victory is that there are four threatening wedges driven into the German lines between the North Sea and the Swiss border: the first held by the British in the Ypres sector, the second by the British before Cambrai, the third by the French in the Aisne and the fourth by the French in the Verdun sector. Some day we may hope to hear of a fifth wedge driven in by the American army. The effect of these wedges is to endanger the Germans' hold on each intervening section of their line. A simultaneous hammering in of each of these wedges would soon force a big German retreat in France and Flanders. It may be that the Germans will "voluntarily" retreat before next Spring. Unless they do we shall doubtless see some such combination drive of the Allies in 1918.

(Continued on page 806)



NEWS SALIENTS ON THE MAP OF EUROPE





INTERNATIONAL FILM SERVICE  
Mrs. Chalmer Watson, M.D., sister of Sir Eric Geddes, First Lord of the Admiralty of Great Britain, has just been appointed Controller of the Woman's Army Auxiliary Corps, which has more than 14,000 women on duty behind the battle lines in France. Mrs. Watson is now the highest ranking woman officer in the British Army.



BUCKLEY  
Corporal Everett T. Buckley of the Lafayette Escadrille was reported killed on September 6th, when his machine fell behind the German lines, but later came a report that he is a prisoner. Buckley's home is in Kilbourne, Illinois.

## The Roll of Honor



James Gustavus Whiteley, an American who is the Belgian Consul at Baltimore, has been created Commander of the Order of Leopold III by King Albert, according to a cable received recently. The decoration is given for his services to Belgium and especially for aid rendered to the Belgian special mission which visited the United States last summer.



HAZIER  
Lieutenant Colonel Louis J. Van Schaick, of the 345th Infantry, is famous among army officers as the wearer of the country's two most coveted medals, the Medal of Honor and the Gold Life Saving Medal of Honor for saving life at sea. Colonel Van Schaick has seen much active service in the past 20 years.



UTCHERT  
A great many brothers are fighting side by side in the war, and our National Army has many companies which contain two or more members of the same family, but the Strickland brothers, Tate, Clem, Claude, Otto and Oscar, probably hold the record number. They are members of the 132d Field Artillery, on duty at Camp Bowie, Fort Worth, Texas.



INTERNATIONAL FILM SERVICE  
Joseph E. Stehlin, 19 years old, of Sheephead Bay, Long Island, who has been decorated by the French Government for bringing down two German airplanes.

## Why Russia Is Out

By CHARLTON BATES STRAYER

AT the present time Russia is almost as incapable of making peace as of making war. The Bolsheviks or extreme Socialists, who have been trying to organize a government at Petrograd ever since the downfall of Kerensky, have announced their readiness to enter into a treaty of peace with the German government. Lenin and Trotsky, the leaders of this group, are in effect German agents in German pay, but even Berlin recognizes they are not able to negotiate for the Russian people or government. The Kaiser, anxious as he is for peace, is said to have replied that he could treat only with the legal successor to the imperial Government or with the constituent assembly. England and the United States are justified in cutting off all financial support and all supplies from Russia until the situation clears up. If, as seems likely, there are months of civil strife ahead for Russia, Germany would nevertheless find it risky to withdraw all her forces from the eastern front, for, as Lloyd George has said, "Revolutionary Russia would still be a menace to Hohenzollernism."

Before the outside world passes too severe a judgment on Russia, it should know more about the Russian people, their customs and traditions, their social and spiritual philosophy. The Bolsheviks, the Soldiers' and Workmen's Deputies, the various Socialistic groups at Petrograd that have been making so much noise, do not represent the Russian people. These radical elements are not even representative of the twenty millions of city dwellers. Factory hands and miners, the so-called proletariat, represent only about 2 per cent. of Russia's population. Russia is a land of peasants, over a hundred million of them, living in little villages dotting the vast Russian plains. Each little community has lived to itself, paying taxes, but having no interest in a national government.

The Russian peasants are ignorant, simple-minded as children, loathe to kill, ready to forgive, believers in

brotherhood. The one connecting link among them was the Czar—the "Little Father." The Russian soldier, now that the "Little Father" has gone, doesn't see any thing left to fight for, so that when the German in the opposite trench said he was going to stop fighting, the Russian peasant soldier said he would stop too. Even the threat of Prussian oppression hasn't frightened him, because he possessed so little under the old régime. The character of the Russian people helps to explain the little bloodshed when the Czar was overthrown, and the comparatively little violence since, although there has been no real government in Russia for months. Russia lacks national unity, national spirit, and the degree of intelligence among the majority of its peasants that is essential in a republic. Russia awaits a strong man, who as military dictator or constitutional monarch shall be able to hold the people together. If such a leader emerges soon enough, Russia with her vast potential resources may still become a factor in the war.

Germany has always been able to bolster up her allies at critical moments. Despite Allied blunders at Gallipoli the expedition might have proven a success if Germany had not come to Turkey's aid, perfecting land fortifications and supplying ammunition. Bulgaria she won to her side, and has kept her there, by giving her slices of Rumania and Serbia. Austria, beset by economic troubles and food shortages, unable to hold back the Italian advance, could talk of nothing but peace. Then Germany organized the tremendous drive against Italy, with the double purpose of putting Italy out of the war and of demonstrating to Austria, her chief ally, that she still had the power to support her in her war aims against Italy. Sir George Reid, former Premier of Australia, regards the Italian campaign as the worst disaster of the war, and that but for it the war would have come to a quick end.

Technically the United States and Austria are not at

war, but it is difficult to see how this fiction is to be maintained in the face of President Wilson's proclamation barring enemy aliens from the vicinity of docks, piers, warehouses, railway terminals, etc. It will be of little value to bar Germans from these zones while Austrians, Bulgarians and Turks remain undisturbed. Undoubtedly Austria, thinking of trade after the war, would prefer to remain on a technical peace footing with the United States. Germany, on the other hand, would prefer to see Austria in the same boat as herself in the matter of trade with America, and a declaration of war between Austria and the United States would therefore be acceptable to Berlin. The theory is advanced that Germany does not care to wage aggressive war against the United States, the suggestion even being made that our troop-ships have not been sunk because of the certainty that such a disaster would inflame the war spirit in this country. The excellence of the convoy system is, of course, the real explanation of the safe transportation of our troops.

Since the collapse of Russia and the victory on the Italian front the German press has become distinctly more annexationist. Von Tirpitz's speech, in which he declared that Germany's military protection against England and France and economic compensation for losses lay in Belgium, has been re-echoed in the German press. The Allies are talking only of peace which shall come after victory. The co-ordination that is being sought in the inter-Allies war council would be more complete if leadership for the three distinct phases of the war were divided among the three principal powers. To England should go the direction of naval operations. To France, by virtue of military traditions and demonstrated ability in the war, the direction of all Allied land operations. To the United States should be given primacy in the economic offensive for which we are best qualified.



## Reveille to Taps On a Battleship

By RUSH McNAIR HOAG



Exclusive photograph for LESLIE'S from BURNETT POOLE

IN spite of the great mass of material that has been written about our navy during the last few years, it is surprising how little the great majority of people know of the bluejacket, or of the life he leads on board our great battleships. A few years ago, when I was a bluejacket, a motherly looking woman stopped me in Los Angeles and asked me if I knew her son who was in the navy. I inquired his name. "Johnny Smith." I told Johnny Smith's mother that I did not know him, and asked what ship he was on. "Why, he is in the navy; surely you must know Johnny Smith!"

In our new navy two things survive from the old order: the hammock and the bag. Port and starboard have gone and so has the grog, but as there must be room to mount and operate the guns and turrets, to carry the ammunition and fuel supply, and with the complement of a battleship at a thousand men, the hammock will remain with us. The sight of a sailor lugging his bag and hammock through the streets should, however, be no more, since he no longer has to carry his hammock with him when he is transferred. A small trunk, similar to that in use in the army, and which could be racked, should be substituted for the bag.

In the morning, at reveille, a thousand pairs of feet hit the deck, and the ship bursts into life. Blankets are neatly folded in the hammock, and a rope lashing is used to do the hammock into a neat bundle. Each man then unhooks his hammock from his billet and carries it to the stowage space provided. Fifteen minutes are allowed for this and when the decks are cleared, morning coffee is served. A half hour after reveille, "turn to" sounds and in the two hours before breakfast, the decks are wet down, men wash their soiled clothing, scrub the decks, the dirty paintwork, the ship's side, giving such a house-cleaning as the average residence gets but twice a year.

At seven-thirty breakfast is served, portable tables let down from their racks overhead, dishes passed to the various messmen from a central scullery, and then the food brought from the galley. A cafeteria system tried out on a few ships has proved a success, the food being served more quickly, warmer and more appetizing.

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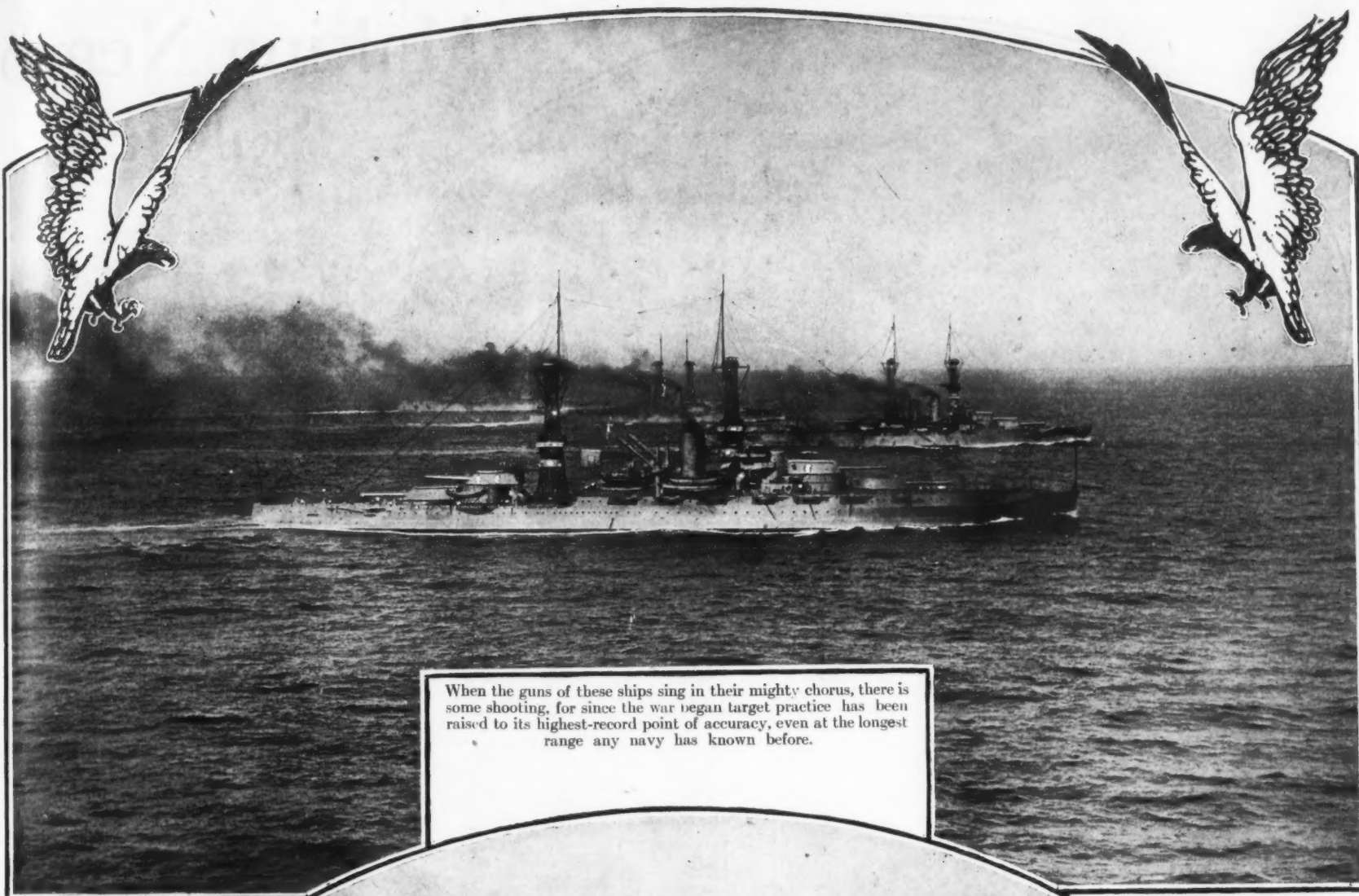
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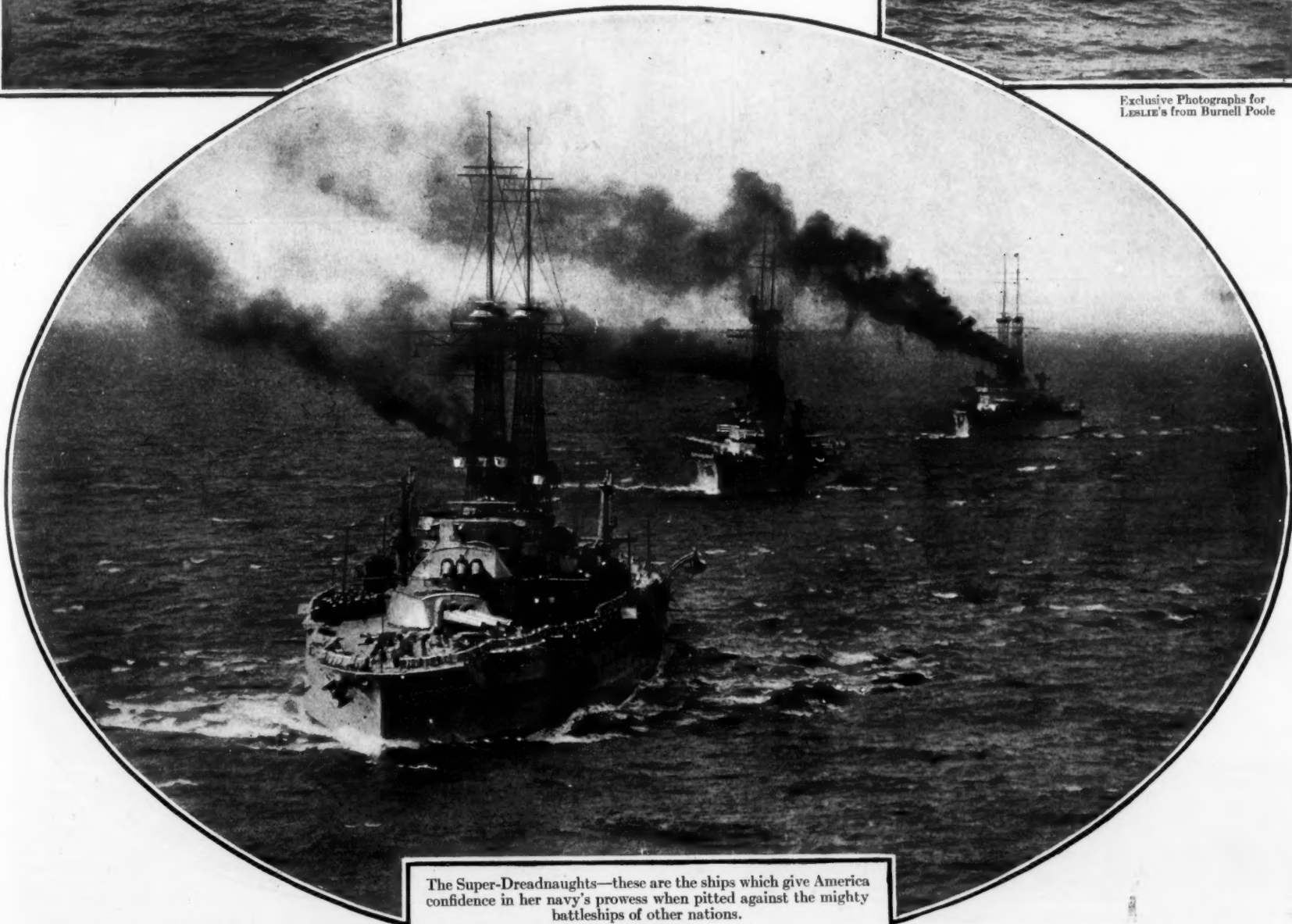
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Exclusive Photographs for  
LESLIE'S from Burnell Poole



The Super-Dreadnaughts—these are the ships which give America confidence in her navy's prowess when pitted against the mighty battleships of other nations.



# Reveille to Taps On a Battleship

By RUSH McNAIR HOAG

Exclusive photograph for LESLIE'S from BURNETT POOLE



IN spite of the great mass of material that has been written about our navy during the last few years, it is surprising how little the great majority of people know of the bluejacket, or of the life he leads on board our great battleships. A few years ago, when I was a bluejacket, a motherly looking woman stopped me in Los Angeles and asked me if I knew her son who was in the navy. I inquired his name. "Johnny Smith." I told Johnny Smith's mother that I did not know him, and asked what ship he was on. "Why, he is in the navy; surely you must know Johnny Smith!"

In our new navy two things survive from the old order: the hammock and the bag. Port and starboard have gone and so has the grog, but as there must be room to mount and operate the guns and turrets, to carry the ammunition and fuel supply, and with the complement of a battleship at a thousand men, the hammock will remain with us. The sight of a sailor lugging his bag and hammock through the streets should, however, be no more, since he no longer has to carry his hammock with him when he is transferred. A small trunk, similar to that in use in the army, and which could be racked, should be substituted for the bag.

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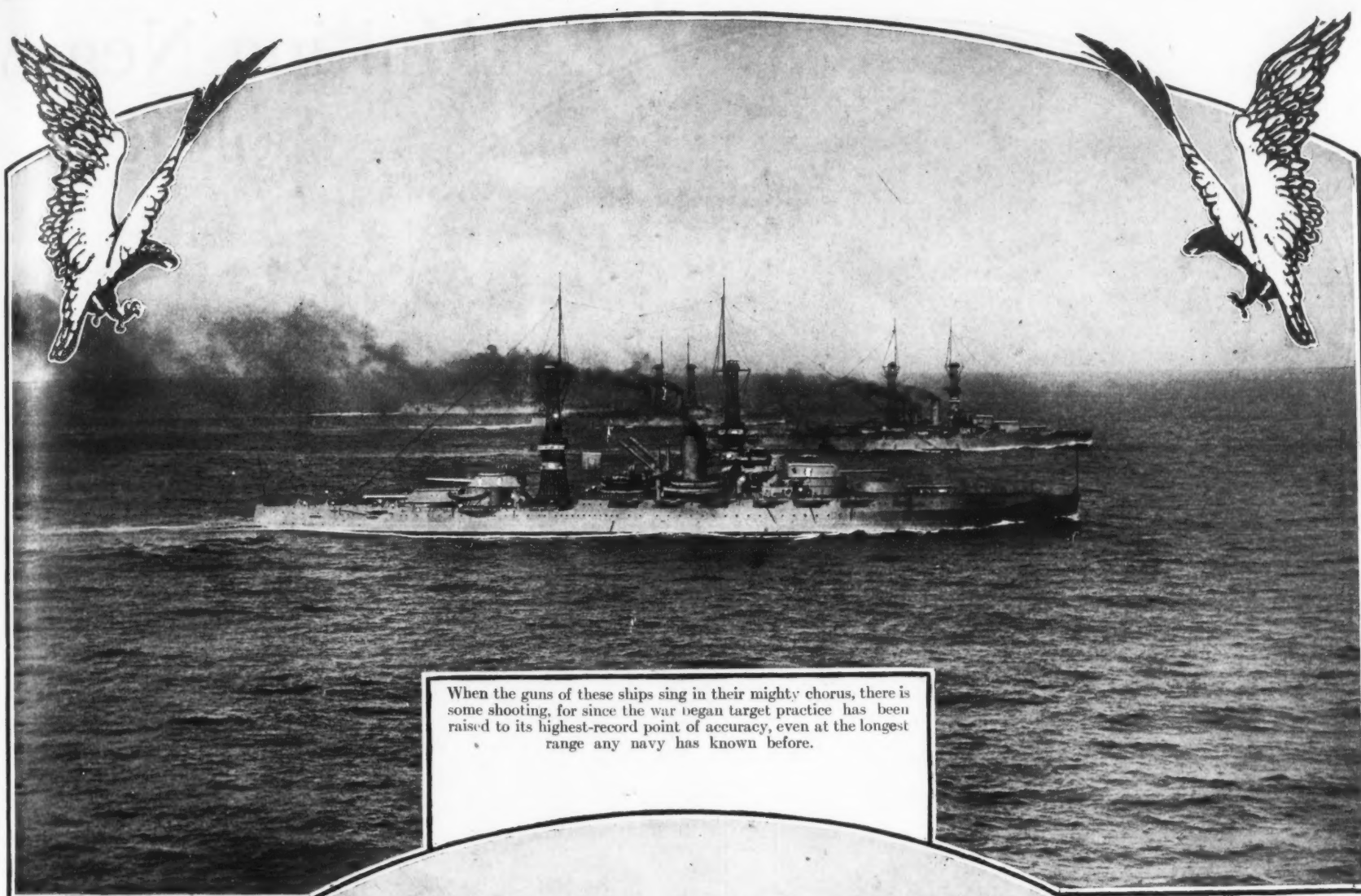
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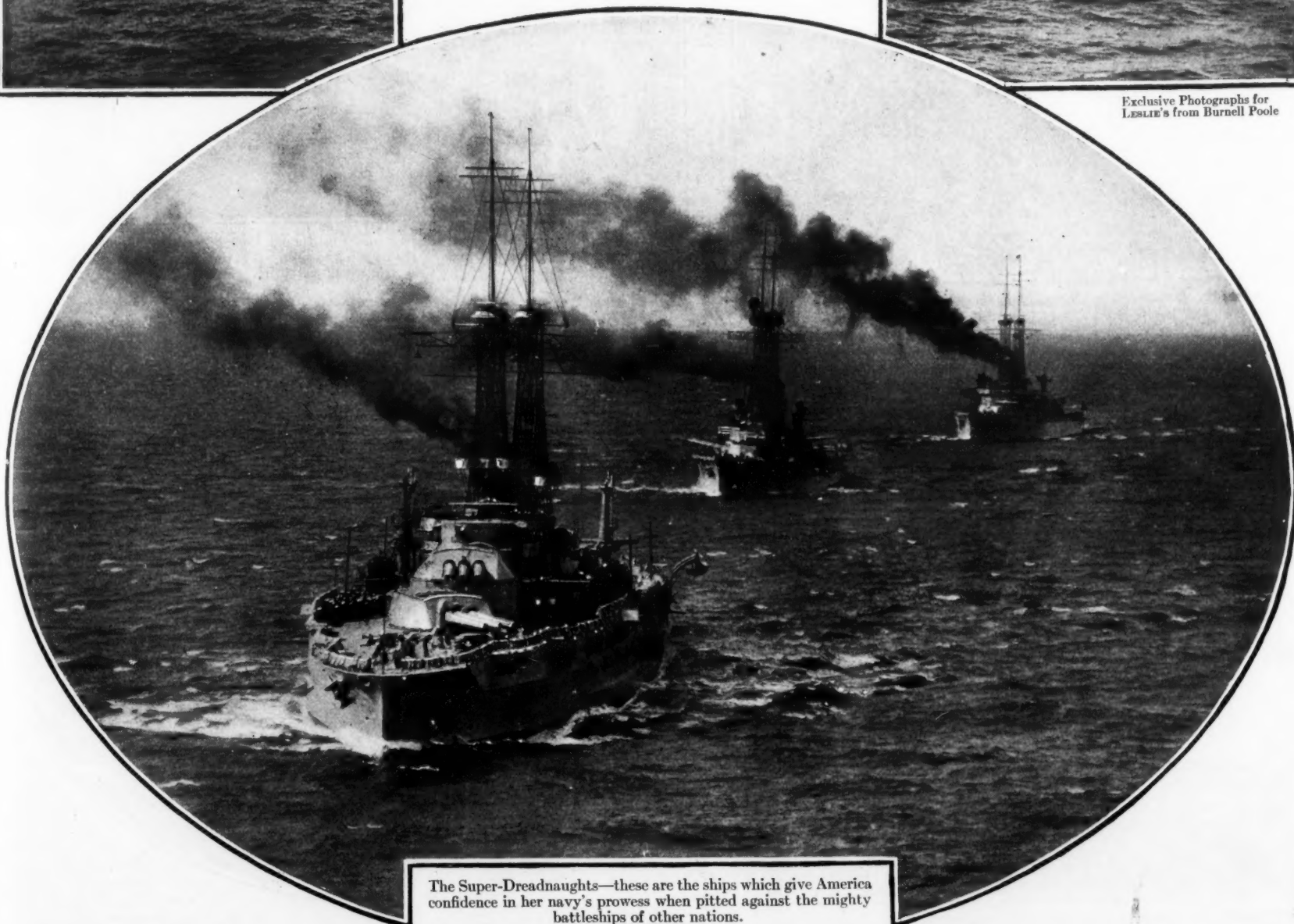


Weekly



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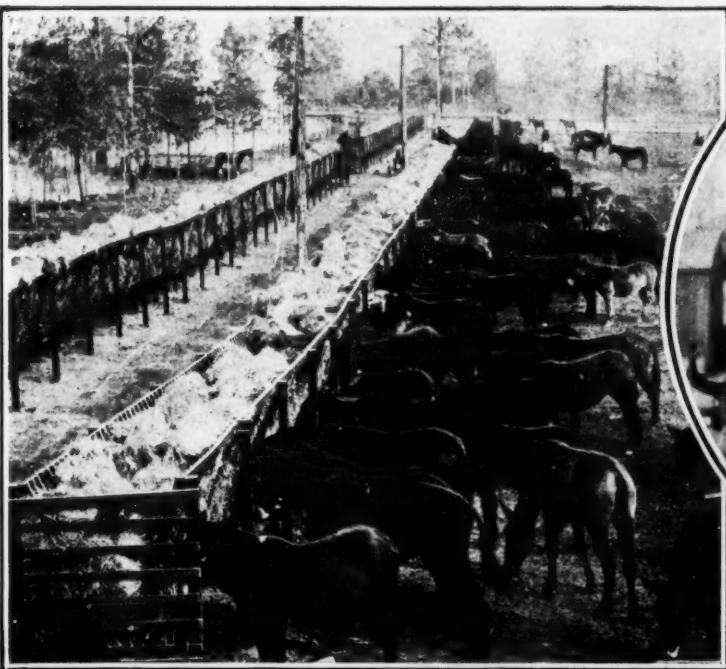
# Making Negro Soldiers at Camp Pike

Exclusive Photographs from  
EDWIN RALPH ESTEP,  
Staff War Photographer

What does a colored soldier want of reading rooms, phonographs and writing materials during rest hours? All he needs is himself and some of his neighbors. These pictures show the negro soldiers of Camp Pike at Little Rock, Arkansas, where the men from the lower Mississippi valley are training.



A colored rookie saluted his commanding officer lazily and clumsily. The officer said: "That's not the way to salute—bring your hand down with a snap!" The "sojer" raised his hand to his eye, slapped it down across his chest and as he snapped his fingers one could almost see the dice roll out.



Your cantonment quartermaster has not done his bit when he has fed thirty thousand men "three squares"—he still is *maitre d'hotel* to ten thousand horses and mules. Here are a few hundred of the charges of a broncho buster.



These negro soldiers had not yet received uniforms, though their bedroom equipment was complete. When this group was asked if it was going to sleep out in the open, the spokesman replied: "No, sah, we all jest airin'."



The Company Going to Mess is one of the real sights at the colored corner of an army cantonment. "This yeah ahmy food sutinly am mighty good provendah," is the universal opinion expressed wherever the negro boys from the cotton and corn fields are gathered for the ceremony.

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The raw material for the 10th Engineers (Forest). These upstanding, two-fisted fellows are the picked lumberjacks of America drawn from the great lumber camps.

# The Lumberjack Lends a Hand

By JOHN L. COBBS, Jr.

AT the edge of a mountain meadow fringed by fir and pine a camp fire flickered in the light wind which came down from the peaks above. Near at hand blankets had been spread out over balsam boughs; the saddles and alforjas, carefully hung from convenient limbs, and the orderly arrangement of the rough camp, marked its maker as one at home in the woods. Across the meadow his pack and saddle horses fed in the grass, the muffled clinking of their bells sounding not unmusical in the crisp mountain air. The lumberman himself leaned against a tree.

Suddenly a horseman rode out of the forest on the opposite side of the meadow, pulled up and dismounted. "It's come!" he cried; "they're going to raise a regiment of foresters and lumberjacks to go to France. Greeley's a major; Guthrie's a captain; you're slated to go if you want to."

"Wait 'till I saddle up," was the response, "and I'll start back with you tonight."

That answer was characteristic of the men who compose the first lumberjack regiment, or the 10th Engineers (Forest), as it is officially known.

The regiment was organized on the request of the British Commission, and was one of the first things that was asked for after the Commission reached America. Modern warfare requires immense amounts of wood in various forms. Lumber for trenches, cantonments, bridges, and warehouses, props for trenches and mines, cross-ties for railroads, firewood and charcoal for fuel, and a multiplicity of other needs make an abundant supply of wood imperative. Indeed, the German paper, *Vorwaerts*, has said: "To be without wood is almost as bad as to be without bread."

But lumber is a heavy, bulky material which requires considerable cargo space and low freight rates and every available ocean-going bottom is needed to transport other supplies.

France, however, has a considerable quantity of standing timber, much of it small to be sure, but large enough to produce the kind of material needed. The simplest solution of the problem, therefore, was to send over a regiment of skilled woodsmen and sawmill operators, together with the necessary equipment, and to manu-

facture lumber from the standing French timber.

The French forests have been managed for many years by expert foresters, and even in the present emergency the owners were unwilling to turn loose a lot of wood butchers who would cut the timber without regard for a future stand. So the provision was made that the regiment must include men who knew forestry and who would be able to mark the timber for cutting according to the French methods.

It was another call for specialized workers, but fortunately it could be met. As the one Government agency in closest touch with technical foresters and the lumber industry, it was arranged that the Forest Service should take over the entire organization of the regiment, which would be an industrial and not a fighting unit. Colonel James B. Woodruff was designated by the War Department to command it and the other officers were selected from trained foresters with practical experience and from expert practical lumbermen.

The news that a regiment of foresters and skilled woodsmen was to be organized went out over the wires

from Washington to the far ends of the land. In the West, where the telegraph ended, the telephone took up the words and passed it along, up distant valleys, far back to isolated logging camps. And from the end of the telephone lines horsemen rode to the outlying stations; lonely Forest Service fire lookouts from their lofty perches on the mountain tops flashed the word across the hills by heliograph: "Uncle Sam needs the foresters and the lumberjacks. Are you going?" And from the four ends of the country the answer came: "Yes!"

By making use of the field officers and the various cooperators of the Forest Service, a still hunt was begun for suitable men. Each applicant was required to show proof of his ability to perform a given job in the woods or to fill some specified place around a sawmill. The result was a hand-picked bunch of the finest body of out-of-door men in the country. For your lumbermen and foresters are no weaklings. Work in the woods is a man's work, and these men of the lumberjack regiment are young and full-blooded, and hard as nails.

They are of all sorts and varieties — big and little, thin, fat, and medium. Graduates of the forest schools of Cornell, Yale, Harvard, Michigan, and other well-known universities are on exactly the same footing as men whose only school has been the big out-of-doors. Well-known athletes are included in the long list of names.

"They tell me their is a lumberjack reggiment. I'm one. I wantner jine," said one letter from a little sawmill town in northern Wisconsin. "I'm too old to go, but my son wants any place you may have for him," wrote a prominent lumberman whose name is known all over the country.

And the Wisconsin lumberjack and the timber baron's son came into camp on the same train.

Men who had grown up in the lumber business, and who were well fitted for commissioned officers, but whose applications were sent in too late to secure places, enlisted as privates. Several had been in active charge of camps where as many as 750 or 1,000 men were employed. Others gave up responsible executive positions to take clerical jobs at \$33 per month and found. All of them are upstanding

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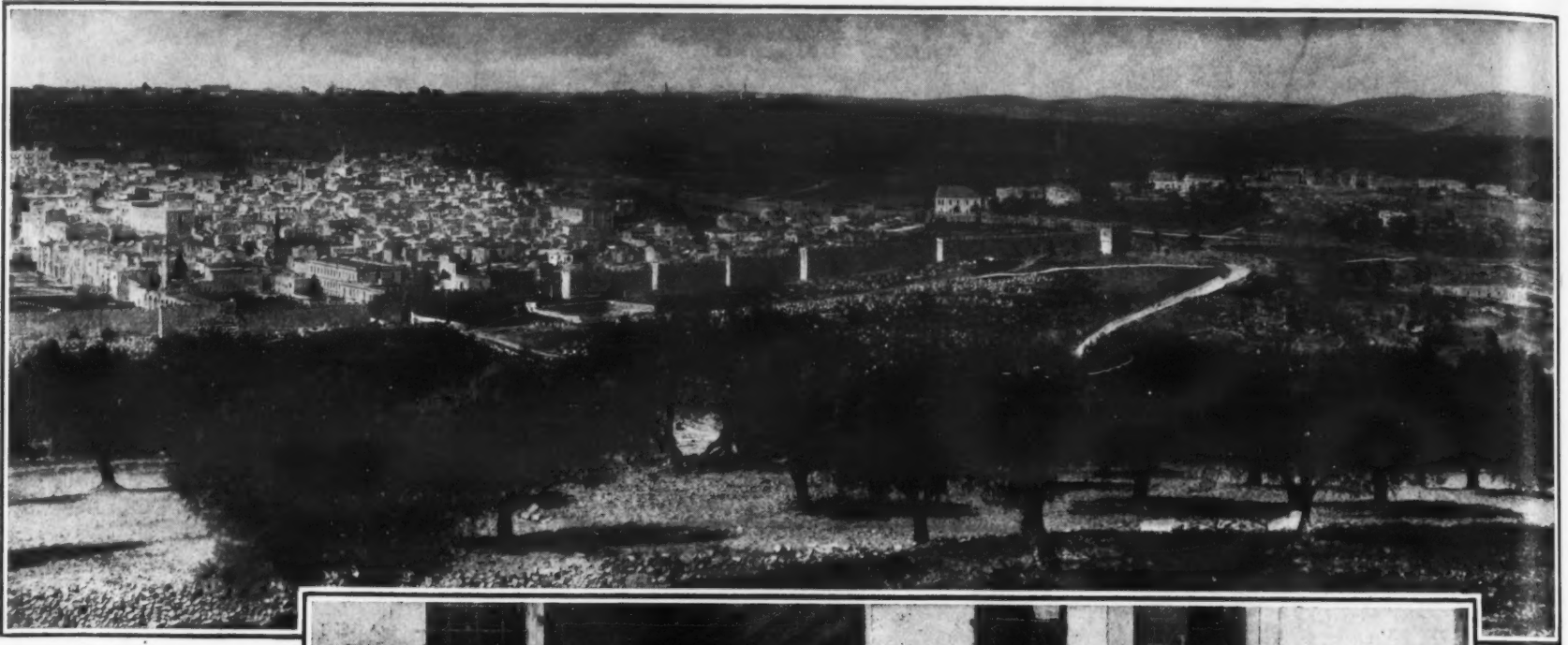


Members of American forestry regiment clearing out woods in France. When the call came the best lumbermen of America dropped everything to heed the call to the colors.



# The Holy Land in Christian Hands

Photographs Copyright Central News



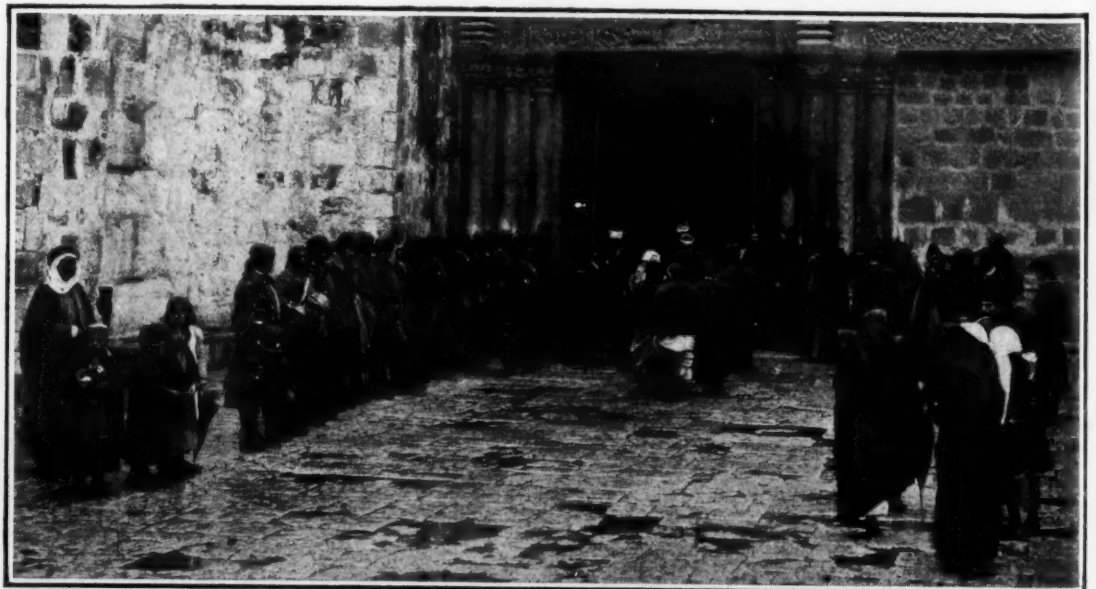
The Holy City—Jerusalem—from the Mount of Olives. Marching troops now tread the quiet roads once trod by Jesus. The Turks on the defensive in Palestine have made frantic appeals to their allies for aid, but the latter were too busy elsewhere.



The Holy Land has not progressed under non-Christian rule. A market today is the same as it was two thousand years ago.



Just a type of many races the English are fighting in Palestine.



Martial orders now resound without the Church of the Holy Sepulchre where tradition says the Christ was buried. Turkish troops now contest the ground most hallowed to the Christian.

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# Can We Fly to Victory?

By FREDERIC W. ZINN, of the French Aviation Corps (Photographs From MR. ZINN)

## FIFTH INSTALLMENT

EDITOR'S NOTE:—In previous installments Mr. Zinn has traversed the life of the airman from enlistment to graduation after attendance at the various schools of instruction and has told the strengths and weaknesses of the service. In this, his concluding article, he deals with the real work of the aviation service—reconnaissance and battle.

FROM the aviator's point of view an offensive is divided into four distinct phases. The first phase commences about a month before the date scheduled for the attack: at that time the number of squadrons in the sector is largely increased, and preliminary long-range reconnaissances are begun on a large scale. The aerial units which have been in the sector while it was quiet have not been idle, and there are available maps and photographs of every foot of the German positions, to a depth of twenty or thirty miles. The newer photographs are compared with the older ones, careful note being taken of any changes that have been made. Railroads, railroad stations, cantonments, and enemy aviation camps are carefully studied from above, and from photographs. Battery emplacements are minutely studied. It is a notable fact that empty emplacements are most easily visible, while those occupied are the hardest to locate, so every gun flash must be reported. Even the gun flashes must be studied to make sure they are not imitations, set off for the very purpose of deceiving the observer. The *renseignements* of the aviators must be checked up with information coming from other sources before the gun can be definitely located.

For the first few days the reconnaissance pilots have everything their own way, but once the enemy wakes up to what is going on the air begins to blossom with his fighting planes. The "traveling circus," made up of the best German fighting pilots, soon makes its appearance, and, if the reconnaissance pilots are not well supported by their own "aces," things will go very badly with them. It is during this period that the heaviest air fighting is apt to take place. A week or so before "the day" the big guns commence their work in earnest. This marks the beginning of the second phase of the battle.

The aviators continue their reconnaissance, but confine their work chiefly to the enemy's trenches and zone of batteries; the immediate front is of more importance now than the back areas. The artillery fire must be controlled, the effect of the bombardment photographed and studied visually. Machine gun positions are the object of particular attention. This is the busy time for the aviation; every hour of daylight must be utilized, the mechanics working far into the night to get their machines ready for the next day's work. The photographic sections work night and day in their dark rooms, and the observers sweat over maps and photographs till early morning hours.

## Directing a Battle

The day of the attack in an aviation camp is just the reverse of what would be expected. The feverish activity of the preceding week has given way to almost idleness. A few airplanes with picked observers are



These machine gunners are learning to hit airplanes. Machine guns as well as anti-aircraft cannon can be counted among the active enemies of the aviator. In low altitude work, particularly infantry control and balloon attacks, the aviators are in far more danger from machine gun bullets than from anti-aircraft shells. If French aviators cross the German lines at less than 2,000 feet they expect to bring back some bullet holes.



Escadrille N3, or, as it is generally known, "the Squadron of the Storks," is the most famous of the French *escadrilles de chasse*. Captain Guenemyer and Captain Her-teux were members of this unit. "The Stork" gets its name from the stork painted on the side of each machine. Like the planes of the Lafayette Escadrille, the Storks are always found where trouble is thickest. These two units form a part of a *Groupe de Combat* that has taken part in every important offensive in the last two years.



This is a Sapwith, used by both French and English for reconnaissance work. The forward machine gun and its mounting, as well as many other details, are identical with those of the Spad. It is almost an *avion de chasse*. It is a good machine and makes between 90 and 100 miles an hour, but before next spring it will probably be replaced by a much speedier type.

flying low over the advancing troops and the *avions de chasse* are out, but while the battle is raging at white heat, most of the pilots and observers are standing around with their hands in their pockets, not because they want to, but because there is nothing else for them to do. The best service that they can render at this critical time is to stand back and not interfere with the airplanes working with the infantry. In action, where troops are massed, one airplane is specially marked, so the officers of the unit can watch it and base their operations on the information that the observer signals to them. If more than the minimum number of airplanes were used in this work the only result would be confusion—confusion at the very time when clearness is most essential.

During the actual attack artillery control from airplanes is practically suspended. The artillery works wholly by schedule. The exact hour the attack is to begin is a staff secret, held back till the night the troops take their places, but days before, every battery and every gun was given its "time-table," based on this unknown hour "X." The creeping barrage that precedes the advancing troops, and the barrage behind the enemy entrenchments have been worked out on the map. The gun settings have been calculated for each minute or five-minute interval, beginning with "X," the time the first wave of infantry is to "go over." When the gun commander is informed that the attack is to start, for example, at 4:45, he replaces the "X" on his schedule by 4:45 and calls out his commands by the watch. In this way hundreds of guns of all calibers can work in perfect unison. This clocklike regularity of the artillery is the only thing that makes an advance possible. If, because of the weather, or for any other reason, it is found advisable to postpone the attack, the change in no way interferes with the plan of battle. Those offensive batteries that are not employed in maintaining the barrages keep up a heavy "neutralizing" fire on the enemy batteries.

In contrast with the slow airplane-controlled fire that precedes the attack, and which has for its object the destruction of the enemy guns and emplacements, neutralizing fire is intended only to keep them from working during the attack.

## The Artillery Action

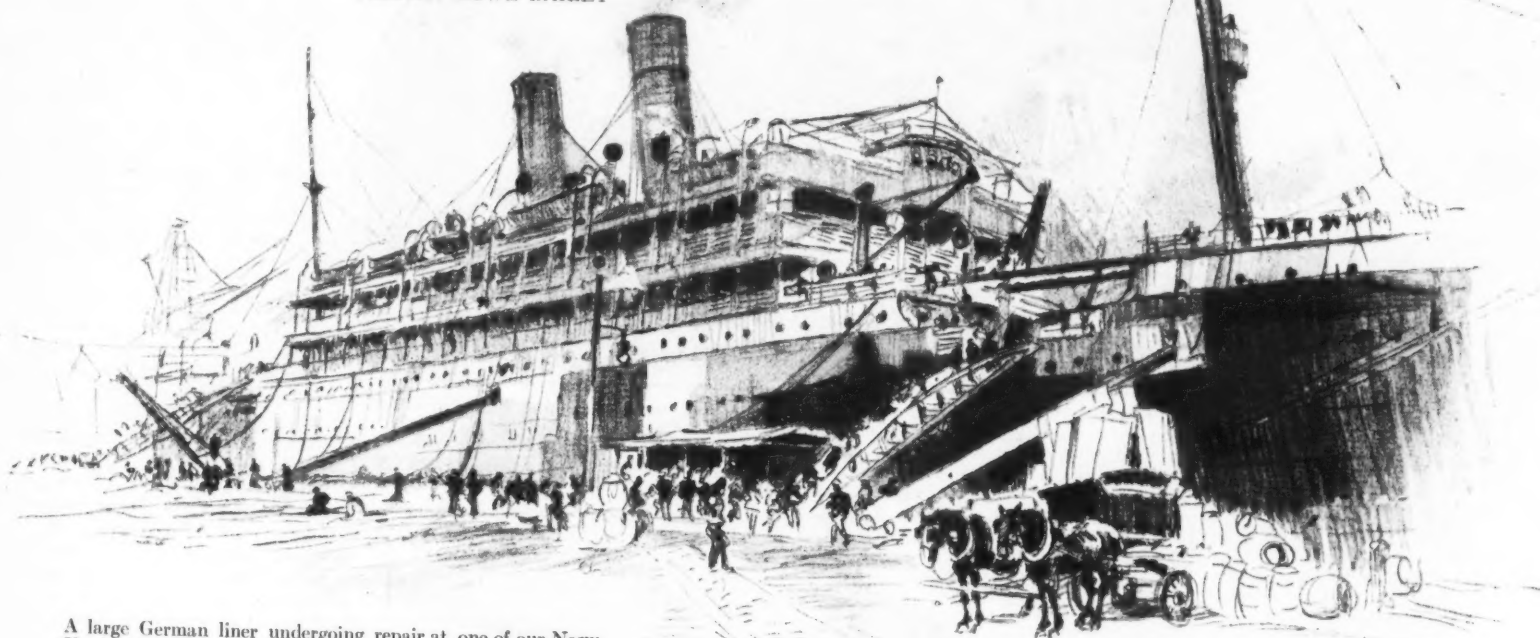
A direct hit that will put an enemy gun completely out of action may be impossible, but by raining shells around the emplacement, the gunners and munition-handlers will be driven to the shelter of their dugouts, keeping the battery from working during the attack, or, in army parlance, neutralizing it. An attempt to control this fire from airplane would result in slowing it down to such an extent that it would cease to be effective. Speed counts for more than accuracy.

A certain number of guns are kept in reserve, at the disposition of the artillery commander. If the airplane observer with the infantry reports that the latter have been checked by some obstacle, these reserve guns may be brought into action against it; but this is dangerous business owing to the presence of the infantry. In addition to the airplanes working with the infantry, there are

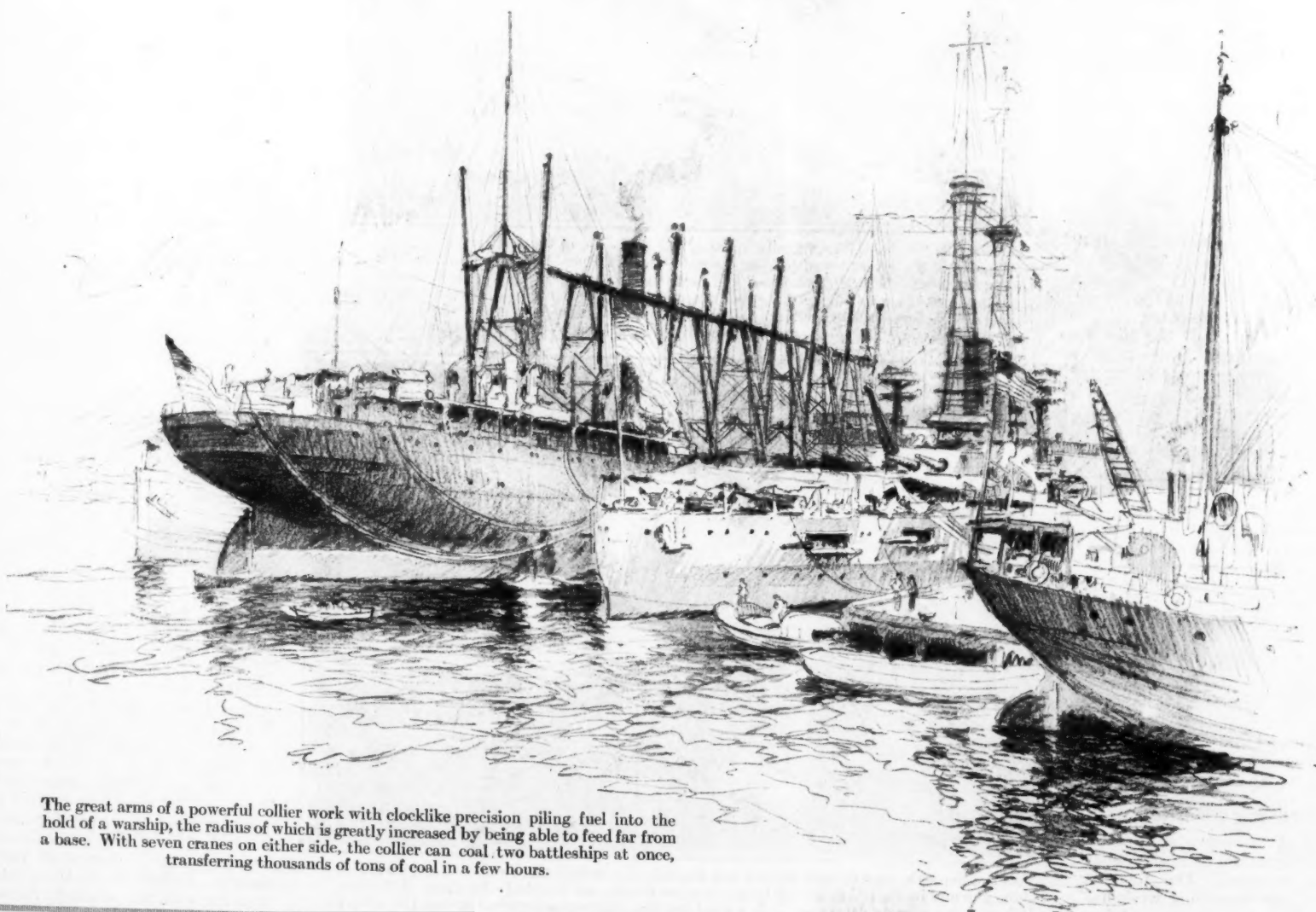
(Continued on page 796)

# Fighters and Fuel for "Over There"

Drawn for Leslie's by  
VERNON HOWE BAILEY



A large German liner undergoing repair at one of our Navy Yards after being disabled just prior to seizure by the United States. Once a floating palace of the pleasure seeker, it will henceforth be concerned only with carrying troops and supplies to Europe and dodging its former protectors, now its greatest enemies.



The great arms of a powerful collier work with clocklike precision piling fuel into the hold of a warship, the radius of which is greatly increased by being able to feed far from a base. With seven cranes on either side, the collier can coal two battleships at once, transferring thousands of tons of coal in a few hours.

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SECRETARY BAKER wired an ex-postman—a man who carried the tan bag on the streets of Cleveland for eight years—to come to Washington.

"Can you see to it that the army gets all the motor trucks it can use?" asked the Secretary.

"Yes," replied the postman, "but I won't do any work myself."

That was in August. In forty-eight hours he had wound up his personal affairs and within ten days had founded an office and a nationwide organization. We are now getting three-ton army motor trucks at the rate of a dozen an hour.

The name of the ex-postman is Christian Girl—an unforgettable name. It is the name of a man who does the impossible in a quiet, sane, eminently possible way. Bringing on a perfect hailstorm of motor trucks is only an incident in his career.

This man served mail for eight years; that was eleven years ago. Before that he had been successively an ordained Methodist clergyman, a water boy, a coachman, a street sweeper and a milkman. Now he is forty-two, the president of a thirty-five million dollar company of his own creation, and rich beyond any further desire. Add to this that his health has always been frail, that he cares nothing for money, does not measure success in terms of dollars and *hopes to die poor*. There is in epitome a career that goes several better than any Horatio Alger ever conceived.

### Why Girl Was Selected

The Secretary's choice of Girl was not a chance one. He first asked the motor car men; and they unanimously selected Girl as the man who could best keep all of them in line and working to capacity. They know him and took hardly a second thought; the public does not know him. This is the first sketch of him that has ever been written. But the country will hear more of him—that is certain.

Twice already has the motor car dramatically saved the day for the Allies; it mobilized the French army on the Marne to beat back the lunging German columns; streaming night and day over the sacred white road, it kept France in Verdun. Daily, but less strikingly, it sustains the armies; we know there are not enough horses in the world to transport the food and munitions of today's legions. Our own army, it will be remembered, had scarcely a motor truck when it started into Mexico. But our new army will not only have trucks in plenty but all of one model and that model which the experts think is the best in the world.

The designing and the making of the war truck—sometime termed the Liberty Truck—is one of the big achievements of our National crisis. Trucks had to be produced; no one or no half dozen factories were equal to the task. A new truck had to be designed not only for army purposes, but to permit the largest possible number of makers to join in its production without long and expensive plant changes. The stream idea is the big one in production now—parts are made separately and flow together into a complete whole without a single backward movement or a single unnecessary motion. Therefore the building was split among sixty factories, each doing a bit in the quick and economical manner possible only with specialists. These parts, made all over the country, are timed to come together for assembly with the same precision as though they were all made under one roof. The truck is designed for a capacity of three tons but will carry five. It contains the best features each manufacturer offers and in many cases even the small individual parts are composite.

This remarkable progress is not merely an evidence that the United States is the great automobile building country of the world but it is also evidence that a very big man was somewhere in control bringing all of these—at times none too friendly forces—working on the same plane and to the same end.

### Christian Girl Is That Big Man

And probably the reason that Mr. Girl has been able to accomplish so much in such a very short time is to be found in his reply to Secretary Baker—"I shall do no work myself." He literally meant what he said, for he had discovered the secret of business—that success is had by harmonizing the work of many men. Quite a number of the most estimable citizens are in Washington tackling enormous jobs with the idea that they can carry them through with only clerical assistance. They take pride in saying that they put in eighteen hours a day for the government and that nothing happens in their departments which they do not know. And because they have this idea many business men are cooling their heels in the Washington hotels until

# Men Who Are Winning the War

*Christian Girl, Once a Methodist Minister, Who Supplies Uncle Sam With Twelve Motor Trucks an Hour*

By SAMUEL CROWTHER



Christian Girl, ex-postman, street sweeper, coachman and jack of many trades, chief of which is furnishing motor trucks to the government.

they can see the one man to give them a decision. Such is not the way of big business; the Garys and the Vails work with men and not with things—they choose the right men and turn them loose. That is how Girl works and the astounding thing about it all is that he should have learned in eleven years not merely to conserve his own energy, but to multiply it many times by acquiring men capable of doing more and better work in certain lines than he might be able to do himself. This is the way he put it to me:

"I cannot know everything or even attempt to be the best man in every department. If I developed an ego of that sort I should wear myself out, dim my judgment, and hamper the work that I have in hand. I discovered that in my own affairs and I know no reason why it will not apply to government affairs. I shall save myself for the important decisions or rather conferences, so that we may all of us together find out what is best. The work that I do is with men—I do not intend even to boss the job, for I know that the men with me are capable of doing all the bossing that is needed; the less bossing I do the better will they work."

That statement might be viewed with interest if it came from a man who had grown up in large corporate affairs but it is truly remarkable in the light of Girl's previous history and training. Until he actually got into business, he did not know what business was—he had never had the chance to see big men in action or to know how affairs were conducted; his whole early training was not only individual but was also in an atmosphere of hostility to larger business which demagogues had created.

### From the Farm to the Pulpit

But his aversion to hard work is a business policy and not a personal disposition—it is a faculty cultivated after many years of as hard work as any human being ever went through. He came up through every stage of manual labor. His parents were of German descent and settled near Elkhart, Indiana, where Christian

was born in 1875. They baptized him "Christian" because they were religious people and no one in the community found the combination of Christian and Girl in the least out of the way; many of the older Christians had precious little humor at the best and none at all when it came to designating their children.

The boy was decidedly delicate. Being frail, he took to study and although his parents could not afford to send him beyond the local high school, he read far more widely than the usual youngster and obtained a very fair fund of somewhat scattered and unrelated information;

particularly he read history. Also he picked up a deal of Latin from time to time and today he can read Latin at sight. His weakest spot was mechanics. His studies were all away from business or farming and at sixteen he caught the notion which comes to nearly every studious farm boy—that he would become a clergyman. Two years later he was ordained in the Methodist Church as a full preacher. He is said to have been a remarkably good preacher—so earnest, so forceful and so eloquent that he soon had the local title of "The Boy Evangelist."

Two years of the cloth convinced Girl that he would rather do something else than preach; besides, his eyes, never strong, had been injured in his avid reading and they as well as his general health began to fail. He did not have a break with the church, he did not disagree with its tenets, neither did he leave to take something that promised more money than the somewhat scrappy salary of a circuit rider. The lure of money has never been strong with Girl. The change was psychological; he expressed it thus:

"I simply found that I did not fit. I had formed my intention before I was old enough to know what I wanted. I think that the ministry drew me because I had a yearning to help my fellow man and after a while I found that I could better help in some other way. And then the state of my health made it necessary that I should go outdoors and do something with my hands. I thought that I must change to something where the only limitations would be those that I should make myself. I started to Cleveland with the deliberate idea that I should be a drifter until I had located my exact job. I had the conviction that the job was ahead if only I should have the world experience to know it when I saw it."

The young parson went to Cleveland. He had no money and needed a job quickly. He found one carrying water at a dollar a day to the workers on the American Trust Building. That job did not last long and soon he was up against it again.

"I had the choice of four routes—to beg, steal, starve or work. And I may say that the chance of starving was rather better than that of working. The year 1896 was one of wide unemployment. For a time I was a street sweeper, then I drove a laundry wagon. The boss and I had different ideas of how a horse should be treated and at the end of the first week he handed me my wages of six dollars and remarked that he thought he could go on very well without me. The next three months found me as a coachman at ten dollars a month and board—working for a man who is now one of my honored business friends. The winter found me out of work again."

Having no special training of any kind, only the rough jobs were open to the young man. He had no qualifications for the fancy places. Knowing horses well, he tried around the stables for anything which might be offered. He met with a wholesale milkman who needed a driver. For seven months he delivered milk. The wage at the beginning was seven dollars, but gradually it went up to nine dollars because Girl, so the boss said, was the best driver he had ever had. He was never late in his delivery, his horses were always well cared for and the customers so liked his methods that the route increased from 300 to 500 gallons a day. Being a milkman is no dilettante pastime; Girl's mother (who had moved to Cleveland) got him out at 3:45 A.M., he caught a car downtown, had breakfast at half past four and was on the wagon at five. He drove until six and then reached home again anywhere between seven and eight o'clock P.M. to call it a day. Sundays were somewhat easier because then he worked only from six in the morning until three in the afternoon. But he had not started out to end as a milkman; he was always on the lookout for something better. Learning that one might become a postman by passing an examination, he took the first test that offered and received an appointment as a substitute. Later he became a full postman.

"I fixed ten years as my limit in the mail service;

(Continued on page 801)



# The Russian Bear Faces

Exclusive Photographs by DONALD C. THOMPSON.



There are thousands of aged peasants of this type wandering about in western Russia, having been driven from their homes by the war and unable to adapt themselves to the new conditions.

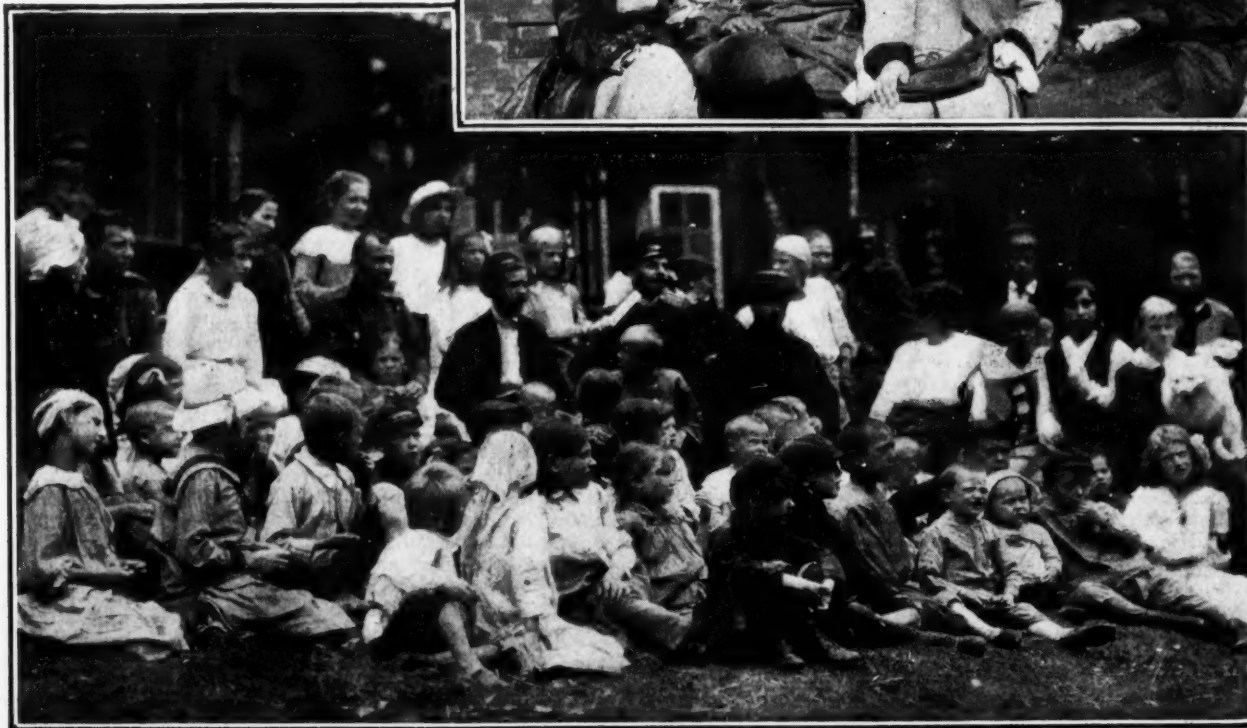


Peasant women in Petrograd about to enlist in the Battalion of Death. Women such as these, inured to hardship and capable of great manual labor, make excellent soldiers.



Listening to speakers on the steps of St. Isaac's Cathedral. Such a meeting as this would not have been tolerated by the old régime, but today the proletariat

The two women in the center are Commander Botchkareva, of the women's Battalion of Death, and Mrs. Pankhurst, the English suffragist, taken at the time of Mrs. Pankhurst's visit to Petrograd.



These orphan children are being cared for on an estate outside Petrograd. They are the children of Russian soldiers who have fallen in the war, and are provided for by private subscriptions.

The pity is that children, such as these, must suffer for the failure of their elders to till the fields. Recent dispatches state that the Bolsheviks have ordered the demobilization of the serving armies.

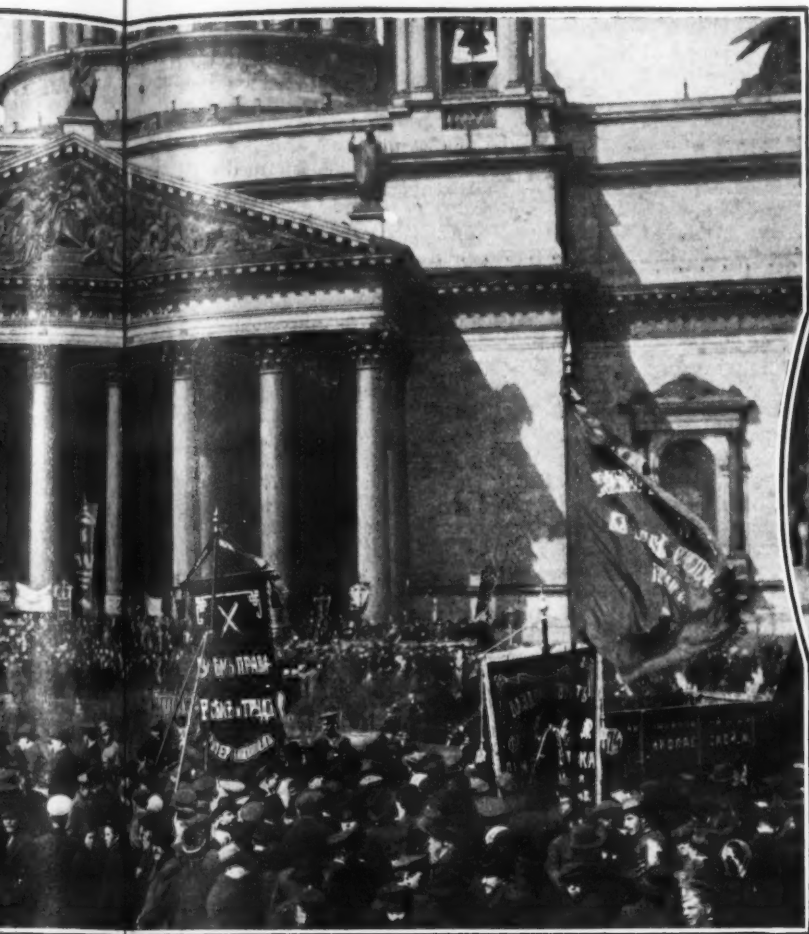


The great cathedral at Kronstadt, once deemed Russia's a hotbed of Anarchy. In the Revolution's early days the Anarchists declared a separate republic.



# Faces a Thinning Winter

DONALD C. THOMPSON, Staff War Photographer



ers on the steps of St. Isaac's Ca-  
meeting as this would not have been  
régime, but today the proletariat

meets where it wills. However, more work and fewer  
meetings might result in a bigger food supply for Russia,  
which, it is now said, faces a bitter famine this winter.



There are millions of men like these under arms in Russia, splendid soldiers but bewildered by the kaleidoscopic changes in government and thousands of wild stories that find their way into the trenches. Meanwhile economic conditions grow steadily worse and the Russian bear faces a very thinning winter.



Kronstadt, once deemed Russia's invincible naval base, but now  
Revolution's early days the Anarchists and sailors here murdered  
and declared a separate republic. Later they were defeated.



Who can estimate the number of maimed soldiers in Russia today? Hundreds of thousands were put out of action in the severe fighting of the first two years of the war and many have repeatedly

returned to the front after being discharged from hospitals. This group contains many veterans who have been decorated repeatedly and now desire to return to the front.





## Somewhere in America

Laying submarine cable, hundreds of miles of it, to scores of isolated lighthouses is one of the telephone tasks made necessary by the war. The Bell System has also built lines connecting some two hundred coast guard stations.

It has built complete telephone systems for fifteen National Guard cantonments and fifteen National Guard camps, each a city in size, and also at many naval, officer's reserve, mobilization and embarkation camps and at army and navy stations.

It has provided an enormous increase in long distance facilities throughout the country, that satisfactory service may be maintained between cantonments, training camps, guard outposts, military supply stations, war industries, the National Capital and other centers of Government activity.

The Government facilities at the National Capital have already been increased three-fold and there has been a tremendous increase in local and toll facilities.

Fifteen thousand miles of telephone wire have been taken from other uses for the exclusive service of the Government and some 20,000 miles of telegraph facilities also provided.

Meanwhile the Bell System has given generously of its man power, until over seven thousand men are in service or recruited for military duty.

Members of the Bell System whether they have already gone to France or whether they have stayed at their posts to help mobilize the country for victory, are equally in the service of the Nation.



AMERICAN TELEPHONE AND TELEGRAPH COMPANY  
AND ASSOCIATED COMPANIES

One Policy One System Universal Service

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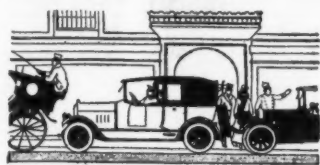
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### The BILT MORE

Where the social life of New York centers by day and evening



CLOSE TO ALL THEATRES AND SHOPS

## Can We Fly to Victory?

(Continued from page 791)

a few others flying higher, carrying observers whose chief mission is to watch the enemy battery which is for some reason not being subjected to a neutralizing fire. They report it by wireless and one of the reserve batteries is turned on it. This is in no sense airplane-controlled fire; the observer does not attempt to spot the shots or correct the fire, nor does he even wait to see if his information is acted on.

The enemy batteries on either flank of the *secteur d'attaque* are watched even more closely than those in the area that is being fought over. These batteries are often in a position to enfilade the attacking troops and, although they may be ten miles outside, if they were allowed to work unchecked they would cause havoc in the ranks of the advancing infantry. For neutralizing these batteries it is usually possible to make use of the artillery in the adjoining armies, guns which are completely out of range of the scene of action. Thus a ten-mile attack may involve the artillery on a fifty-mile front. However, most of this is rapid fire and the artillery observer plays only a minor part.

It is only when the "first objectives" have been gained, or when the infantry have been definitely stopped and are digging themselves in that the normal airplane-control of artillery is resumed. The battle does not come to a full stop in a single day; rather it dies out gradually. Small local attacks are made to straighten the line or improve the position, while the enemy can be expected to make counter-attacks. During this fourth and last stage of the battle the aviation plays a considerable part. Strong points of the enemy's new position are subjected to a precise airplane-controlled fire, and airplanes maintain a continuous patrol to watch out for enemy troops massing for a counter attack. Now that they no longer have the cover of their well-organized trench systems, they have to form in the open; they can frequently be located from above and dispersed by the artillery.

### Battles Within Battles

A battle which lasts a long time, the Somme for example, is made up of a number of offensives and counter-offensives, each one a battle in itself, and for each the aviation goes through these same four phases.

As has been stated above, the maximum strain on the aviation service comes before the actual offensive in the week or so preceding the attack. Over this short period, aviators can work under a high pressure and accomplish results with a speed that could not be continually maintained. From experience the higher aviation command knows how much work a unit can accomplish if it has to; they likewise can estimate fairly accurately how much reconnaissance and artillery control must be done during this high-water period. Enough aviators are sent into the sector to do the work, with a margin of safety, but there is no object in sending in more.

There must be a sufficient number of artillery planes to control the fire of the heavy guns, but there is no object in using airplanes with the 75's that are blowing up the barbed wire. There is a definite limit to the number of wireless outfits that can be working in the same sector at the same time. If this limit, which is known to everyone connected with the work, is exceeded, the receiving posts at the batteries will "fall down." The volume of airplane-controlled fire may be increased by improving the methods of control, but with the present form of apparatus it is impossible to use for this work a larger number of airplanes

than have been employed in recent offensives.

Almost the same thing may be said about photographic or visual reconnaissances. There must be a sufficient number of planes to handle the work at all times, particularly during the preliminary bombardment, but "enough is enough"—if the number were doubled or tripled, one observer would simply be duplicating the work already performed by another; the only result would be to add to the difficulty of digesting the information at headquarters. Press reports of the recent Italian offensive state that some 250 *avions* were employed in the battle. Considering the size of the armies engaged, this number seems small, but it is safe to assume that they were all that were needed. There are plenty of *escadrilles* which could have been spared from the French front, and, if there had been any particular need of them there, they would have been sent to the Italian front. Because the French and British are using proportionately the same number of artillery and reconnaissance planes now that they did in the Somme battle, it must not be assumed that they are behind the times. The limiting factor is a question of utility, and has nothing to do with the supply of airplanes and pilots.

### Growth in Fighting Squadrons

What has been said applies only to reconnaissance and artillery control squadrons; the *avion de chasse* is wholly a different story. The proportion of fighting squadrons employed in recent operations, both offensively and defensively, has grown considerably in the last year. There is every indication of a still greater increase. This growth has been largely the result of the change of German defensive tactics. During Allied offensives, up to the middle of the Somme battle, the German aviation as a rule stuck to the simple defensive. They attempted to maintain a continuous aerial barrage, and, being outnumbered by Allied aviators, they accomplished little. Those tactics have now been given up entirely. The following statement, taken from a German army order, indicates their present method of combat:

"It is wholly impossible to completely prevent the enemy's aerial exploration for a long period over an extended front; an energetic adversary can always break through. To gain the mastery of the air nothing serves but fast monoplanes working in groups, which are effective to the clearly limited zone of combat for the duration of the battle. Their mission is to hunt down the airplanes and captive balloons behind the enemy lines, and destroy them or drive them down. The simple defensive, in the presence of enemy aerial activity, accomplishes no result."

Instead of wearing down their forces by a continuous defensive policy, the Germans make a series of sporadic aerial offensives. One day there will not be a German in sight, and the next morning the air will be swarming with them. By spreading out their work evenly they would have, at best, only a fourth of their effectiveness in the air at a time, but by making these "sorties en masse" at intervals they can bring practically all the airplanes in the sector into action at one time. The *avions de chasse* are accompanied by reconnaissance and artillery-control machines which make use of the protection thus afforded them. It is the duty of the Allied fighting pilots to stop such expeditions at all cost. Once the preparations for an attack are well under way, it is far from desirable to have enemy airplanes overhead, even for a short time.

(Continued on page 800)

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## Make this Christmas "the best ever" for your boy

The longing for a rifle is the heritage of every American boy, and your son wouldn't be a chip of the old block if he didn't have it.

You remember, don't you, how much you wanted a gun, how discontented you were till you got it? And will you ever forget how proud and happy you felt the first time you fitted the stock of your own Winchester to your shoulder and fired your first shot? What heaps of good, healthy fun you had in those days—shooting at targets and "going after" woodchucks!

Well, that lad of yours wants a rifle of his own just as badly as you ever did and—

### Now's your chance to make him happy

Christmas is the time to make his most cherished dream come true. Dreams seem pretty real to a boy, and that Winchester .22 will give him more pleasure this year than a whole arsenal of them could possibly give him five years from now. So make him happy while you have such a good chance, while he's still a boy with dreams.

It isn't likely that he has kept his yearning to himself, but if he has, just try him out and see how much he wants that rifle. Say to him, "Son, which would you rather have for Christmas—a Winchester or—". The chances are ten to one against your ever getting beyond that "or."

### The wise gift

A gun is a wise gift, too, because it will give your boy more than the passing pride of possession; it will be a fresh joy to him every day in the year—a joy that will grow greater the better he learns to shoot. And a rifle will bring out the man in him; it will teach him

responsibility, self-control and self-reliance; it will develop in him the invaluable qualities of concentration and perseverance.

There is a place near you, either out in the open or at a club, where you can shoot. If you do not know where to shoot, write to us, and we will tell you where and how you can, or we will help you organize a club.

Every boy knows the traditions behind the name "Winchester," so get him the rifle he can be most proud of.

### What the name "Winchester" means

The name "Winchester" stands for the best in gun making. For over half a century Winchester has been the standard of pioneers and sportsmen. Winchester rifles built the West. As the need grew, Winchester originated a model and a caliber for every purpose.

The Winchester Company today is an organization of expert gun makers with 50 years of gun-making reputation behind it.

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The Gold-Plated "Sharpshooter" Medal goes to the boy or girl under 18 who makes the first grade score with a Winchester .22 rifle and Winchester ammunition.

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The Happy Medium

**Judge, 225 Fifth Avenue, New York City**

Enclosed is..... Please send *Judge* for three months to

Name.....

Address.....

with a gift-card bearing my name.

Name..... Address.....

## The Lumberjack Lends a Hand

(Continued from page 789)

two-fisted chaps who know how to take care of themselves.

They took with them to France everything needed to make and deliver lumber from a crosscut saw to a two-ton truck. Ten complete sawmills were in the equipment.

After a short stay at the recruit depots, the men were assembled at the American University training camp, where they were quartered in the regular army cantonments. The general appearance of the buildings was not unlike those of the lumber camps to which the men were accustomed, and even inside there was a certain resemblance, except that the buildings were screened, well ventilated, and kept spick and span inside and out.

There is no little rivalry among the army mess sergeants to see who can serve best meals on the 47 cents per day allowed for each man. In the 10th Engineers (Forest) the food resembles that of the best logging camps. It is plain but well cooked and there is both an abundance of it and a good variety. On August 24 Company E had:

Breakfast: Cantaloup, pork chops, potatoes, bread, coffee. Dinner: Green apple sauce, macaroni and cheese, tomatoes, cucumbers, iced tea, bread. Supper: Roast beef, corn on cob, beets, bread, lemonade.

The men showed an aptitude for military life which was surprising when one considers that they are a type quick to resent control. They quickly learned the principles of discipline and their officers said they were two months ahead of the average recruit. The whole regiment, from the colonel down to the last private in the rear ranks, has been playing the game for all it is worth. "We've got a good lot of officers," the men say, and each company commander will tell you quite confidentially that, while other officers may think they've got good men, they really can't touch his company.

The regiment is organized to form both logging and sawmill crews, and the men have been assigned to woods or mill work according to their experience. In addition there are tie hackers to hew railroad ties and bridge timbers, charcoal burners, and expert millwrights. Some college men who are long on technical forestry but short on practical experience had a chance to learn scientific lumber stacking under the direction of a red-headed Irish sergeant who had been bossing a lumber-yard for the last ten years. And there wasn't any chance for arguing about the right way to do it.

Paul Bunyan, the mythical lumberman who logged off the great plains and made them prairies, is, of course, the patron saint of the regiment. The official mascot is a side-hill gouger which came all the way from California with Major Coert DuBois, who was the head of the Forest Service in California.

The men showed an aptness in bayonet drill that could have come only from long practice with pike and pole and peavy. They also showed a tendency to use their rifles as clubs, and their officers had a hard time explaining that in case the regiment should have to see trench duty they would need to know military tactics. They have the idea that if they could get their hands on the Huns they could settle the whole scrap in the way to which they are accustomed.

It's a pity they won't have a chance to show the Huns how well they can scrap, but it's a safe bet that they will turn out more lumber than any other bunch of men of the same size ever did before. And that lumber is going to help win the war!

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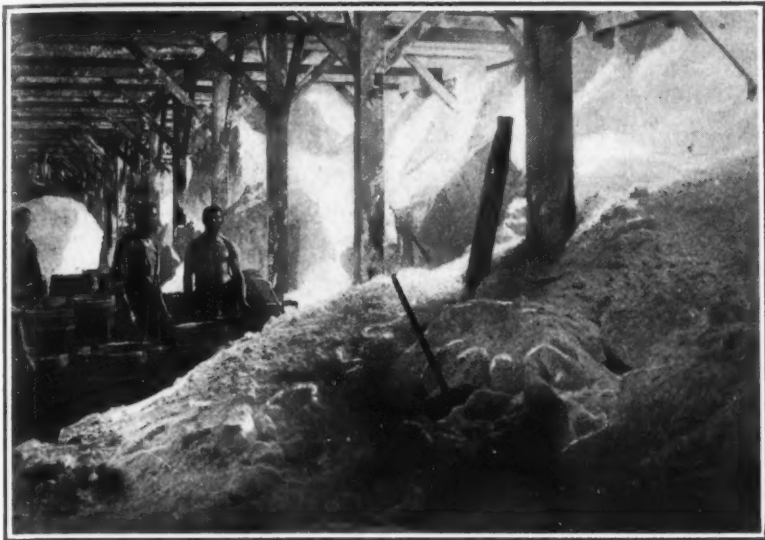


# Earning Your Salt

By W. E. AUGHINBAUGH

ALL the world needs salt. It was used by the first man and no substitute has been found to take its place as a necessity for the maintenance of life or as an essential requirement in the arts. Around it all the elements of romance have been woven. The Druids used it in their worship; the Jews offered it to Jehovah in covenants; the Greeks propitiated their gods with it; Homer called it divine; the Catholic Church employs it in some of its services. It is today and has always been sacred to the Orientals. It has been the cause of wars and oppressions. It was the first currency, and I have seen it used in block form as money in the market places of many of the Shan States, in

Poland. Germany and Spain also were large producers and supplied Europe and much of Northern Africa with their requirements. Today these sources are practically eliminated and the markets to which they catered are in dire need of this necessity. The annual salt production of the United States heretofore totaled 25,000,000 barrels, almost all of which was consumed within our own border. While there are some salt mines and saline springs in Canada, still that territory as well as the Maritime Provinces and Newfoundland depended almost entirely upon Turks Island, a small barren spot in the West Indies, for their needs in this line, and the



Interior of a salt mine at Manistee, Mich. The men seen in the photograph are putting pulverized rock salt into barrels for shipment. There are large deposits of rock salt in Michigan and also underground reservoirs of brine tapped by numerous wells.

Asia, and in Abyssinia as recently as six years ago. This is also true in Thibet, and the explorer who invades that land of mystery can make more friends by gifts of salt than by any other medium.

The first foreign trade routes of the world were those traced on the map by the salt-carrying caravans, and it is to this necessity that we owe the developments of the highways of commerce. The traveler who has been to Port Said, the western entrance to the Suez Canal, always notes the many pyramids of glistening white salt that rise in serried formation. But few of them know that these go to form material parts of the loads on the backs of the grumbling camels who wend their slow way across the Sahara into the heart of Africa.

The word salary comes from "salt." The Roman soldiers were accustomed to receive a certain daily allotment of salt with their rations, and when it was not convenient to give them salt they were handed a monetary allowance in lieu thereof with which to purchase it, which was known as "salarium," or salary.

In many countries of the world salt is a government monopoly and salt-smugglers are rigorously dealt with. The British Government in India maintains a fleet of vessels for the purpose of catching men engaged in this nefarious practice. I have seen travelers in Venezuela heavily fined for attempting to evade the salt-import law, and on one occasion an American missionary was fined \$200 at La Guaira for trying to bring in a one-pound bag of salt that cost him five cents in New York. Italy derives an income of nearly \$18,000,000 from direct taxes on salt.

Salt is obtained in three ways, from mines, from saline springs and from seawater. The largest salt mines in the world are located in Austria and in

schooners which sailed to Latin America and the West Indies with codfish always returned from this isolated British possession with full cargoes of salt, which was made, with the aid of the powerful tropical sun, by the simple process of evaporating the sea water run into shallow "pans" or trenches.

The United States has an ample supply of salt producing plants within its borders and is easily able to provide this necessity for the world. The greatest cause for apprehension is the problem of transportation owing to the fact that our large salt deposits are located in the interior of the country. Due to the war, which has closed the largest salt-producing countries of Europe from their markets, the overseas merchants have been obliged to obtain their supplies from other fields, which were as a rule provided with equipment designed to manufacture only sufficient for local demands. The scarcity of labor has been another complicating feature of the problem. While the many islands of the Caribbean, the Gulf of Mexico, and the Atlantic Ocean are capable of evaporating crude salt, which in a pinch could be made to take the place of the modern refined white and appetizing table-salt, still the lack of ships to transport this great necessity to the consumer practically eliminates them from further consideration as a factor of any great importance. The use of salt as a preservative for fish and meats for the armies of the Allies has consumed much more than usually was required by this industry and has done its part in bringing about the present salt stringency.

Altogether the situation demands serious consideration, and there are many indications which point to a further and greater reduction in the salt supply, due to the conditions above enumerated.



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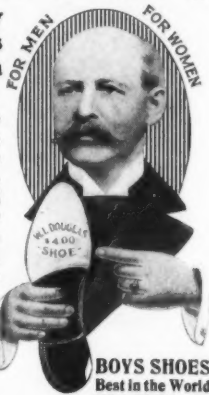
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### Infantile Paralysis

made it impossible for this boy to stand, so he crawled on hands and knees. Four and a half months' treatment at the McLain Sanitarium "put him on his feet." Read his parents' letter:

We are pleased and very thankful for the improvement our boy has made. When we came to the McLain Sanitarium, March 22, 1917, he crawled on his hands and knees. After four and one-half months' treatment he can stand erect and walk without crutches or braces. Will be pleased to answer letters concerning what you have done for our boy.  
Mr. and Mrs. Chas. D. Speidel  
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### FOR CRIPPLED CHILDREN

The McLain Sanitarium is a thoroughly equipped private institution devoted exclusively to the treatment of Club Feet, Infantile Paralysis, Spinal Diseases and Deformities, Hip Disease, Wry Neck, etc., especially as found in children and young adults. Our book "Deformities and Paralysis"; also "Book of References," free on request.

The McLain Orthopedic Sanitarium  
905 Aubert Ave. St. Louis, Mo.

## Can We Fly to Victory?

(Continued from page 796)

A defensive aerial barrage will not protect the lines—it is necessary to hunt the enemy behind his own lines, to break up and disperse his formations, or better yet, keep such aggressive patrols over the enemy aerodromes that the squadron cannot even form. At this stage, losses among aviators will naturally be high, but this is a battle and there is a great deal at stake. Losses are a matter of less importance than they are at other times and in other sectors. A mastery of the air alone will not guarantee the success of an offensive, but unless a reasonable mastery can be maintained through the critical period, the whole thing is doomed to certain failure.

### When Airplane Attack Is Valuable

In recent Allied offensives, in addition to fighting enemy planes, the *pilotes de chasse* have found time to descend and attack the retreating enemy. However, too much stress must not be laid on this sort of work. It is only when the enemy has been driven out of his trenches and is in the open that airplane attack has an appreciable effect, and even then the effect is moral rather than material. In the third week in August, which was in many ways a record week, British pilots fired some 30,000 rounds at the German infantry and gunners. This is not an excessive week's work for a single machine gun on the ground. Compared with the week's "bag" of 158 German airplanes, destroyed or driven down, the direct damage thus inflicted on their infantry is too trivial to be mentioned. The sole important duty of fighting pilots is to keep the air clear of enemy airplanes.

By the use of the tactics previously described, and by stripping the quiet portions of the front of most of their aerial defense to concentrate in the sectors menaced, the Germans are able to put up a most aggressive battle for air control whenever the French or British forces attempt a "push." The Allies have no alternative but to go the enemy one better—they must have an *aviation de chasse* of sufficient strength to dominate the air wherever they are carrying out or are preparing for offensive operations. It is not an easy task, but no one on the front is looking into the future with uneasiness.

### Diminishing Germany's Air Power

Recent developments on the front seem to indicate that the Germans are already falling behind in the struggle for air power. A year ago they had a considerable reserve of trained aviators; some pilots waited from four to six months in depots in the interior before they were sent to the front. Recently some have been coming to the front with as little as six weeks' schooling, which would indicate that they were badly needed. The coming winter will give them a chance to recuperate, in a measure, from this summer's losses; they will come out strong in the spring, but it is safe to say the Allies will be considerably stronger. The shortage of copper, rubber and proper wood has a pronounced effect on German airplane construction. In the less active parts of the front, the Germans are using over the lines types of machines recognized to be back numbers, which, if they could, they would have replaced before now with newer models. It would be a mistake to underestimate the strength of the enemy, or to suppose that the present efforts could be relaxed, but there is no justification for feeling other than optimistic.

American intervention will eventually have an important effect on the Allied fortunes in the air, but it seems hardly possible that American-built machines

(Continued on page 806)

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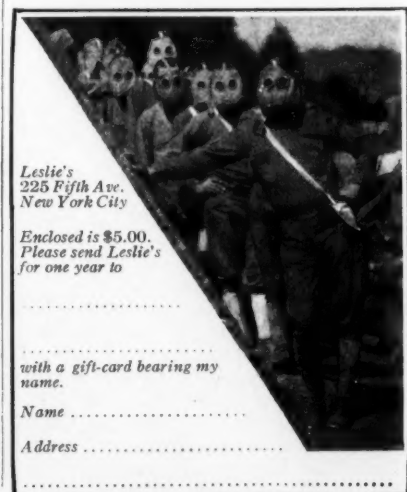
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AMERICAN LEATHER WORKERS, Dept. 18B, Norman Bldg., CHICAGO



# Men Who Are Winning the War

(Continued from page 793)

by that time I thought that I should know my own mind. I had no intention of remaining a postman. In fact I think few of the men who entered about my time had any idea that they would always carry mail. But they soon became afraid to take a step into the unknown. That is what keeps men back—the fear of taking a chance. I had always an eye open for a break-away. But I kept to my route for eight years and I was late only once—a fellow should break a record once in a while!

"My final three years of service were in the Western Reserve District of the city and here I first saw the business that I liked—steel. Steel is a basic product which people have to use at all times and in all seasons."

## Making a Humble Start

The chance to work in steel came shortly afterwards in the person of Michael McIntyre—a carriage-spring maker who had devised a spring for automobiles. Girl believed in automobiles; he knew horses—what they could do and what they could not do. He saw that an automobile could do almost anything. But the motor cars were then crude, especially in the design of the springs. The whole industry being in a mushroom state, the makers had merely taken ordinary carriage types instead of designs suited to the special needs; a very few indulged in better foreign springs, but these were very expensive.

Girl saw an opportunity to start in the business that he had sought. He had one hundred dollars in cash; McIntyre had no money. They spent more than half of the fund in incorporation fees for the Perfection Spring Company—the name was not cant, but the expression of Girl's principle that whatever he did must be done perfectly.

The meeting for incorporation was held in a garage in February, 1906. If this were a wonder story I could say that the rich men of Cleveland whom Girl had served with mail had been so struck with his genius that they came forward with open pocketbooks the moment that they heard the likable young man had launched in business. But being a fact story, I can say nothing of the kind; no one came forward with any money. A few had it pulled out of them—some garage owners and fellow postmen subscribed for a few hundred dollars in stock, Girl and his sister sold a house which they had bought out of their savings, he borrowed to the limit on what little life insurance he had and altogether raised something like two thousand dollars to fit up an old blacksmith shop as a spring factory. Girl had been in favor of a cellar under a garage, but met a profound objection in McIntyre who refused to work below ground.

The company began without a single influential or moneyed friend. The combined business experience of a mechanic and a postman did not appeal to the bankers and neither did the idea of their making auto springs. At that time the cagy bankers considered making autos anyway an adventurer's pastime. Their only question to such a man was: "When do you expect to blow up?" McIntyre and Girl began with a few bits of second-hand machinery which they obtained on credit because the owner was about to sell them for junk; the working force consisted of McIntyre and two helpers. Girl at times took a hand, but he knew little or nothing about tools—he told me how McIntyre once put him under a brewery wagon to cut off a bolt and what he did to the bolt and what the bolt did to him. Probably in those first experiences lies the genesis of his present wholesouled love for labor-

saving devices—today he insists that every operation be performed with machinery and operated from a comfortable position; he vividly remembers those hours on his back under the big beer truck.

Through the first year, Girl solicited both stock subscriptions and business; he made addresses on springs before engineering bodies—he is a splendid talker when he cares to be—and he peddled stock to whomsoever he thought might buy. By stock sales and by putting all the money earned back into the company—he lived on \$350 that first year—the assets were raised in twelve months to \$20,000, nearly every cent of which was in plant and equipment. Girl knew nothing of finance or he would have balanced cash and plant somewhat better, but his idea then was that the company should be prepared for business in the future. Doing less than \$300 a month he was looking at \$300,000. The man had only one idea—to make the best springs in the best way. On that he founded and developed the business.

The early jobs were largely repairs, with only an occasional set of new springs to build. Girl financed from one pay day to the next, having a half dozen places for every dollar that came in. The first big job was from an auto maker who had heard Girl speak; he ordered half a dozen sets of springs and two days after the young firm had proudly made delivery, he became comprehensively insolvent! The materials going into the order had been gotten on credit and the spring company boat rocked violently—it almost capsized—but Girl proceeded to demonstrate that any boat he owned could not turn over no matter how it rocked.

But that first no-pay order was really but a skillfully camouflaged blessing, for it was the start of a general appreciation of their product by the automobile men. Orders came in flocks and the business doubled or more with each year. The stockholders put every penny of profit back into plant until the remarkable ability of Girl and the wonderful success of the company forced itself on the attention of Cleveland bankers. The gross sales in the fifth year were more than half a million and all of this was done by the business living on its hump; at no time did Girl take for himself a salary that would have satisfied a first-class clerk and most of what he earned either as salary or as dividends went promptly back into stock. In 1916 the Perfection Spring Company had reached the position where it could command capital and that marked a new stage in Girl's career; he reached out for more factories, with the idea of making other parts of a motor car as well as springs. Finally he formed the Standard Parts Company, which now has thirteen plants and a net worth of around thirty-five million dollars.

## The Man As He Is

Many men have sprung from poverty to fortune overnight through some invention or by a lucky turn in the market, or by making an article for which a great need suddenly developed, but I cannot recall another man who started in manufacturing, without manufacturing or selling knowledge, and without backing and almost without friends, and who then forced his way to the front by the manufacturing skill that developed in him combined with his marvelous ability to look and to build ahead.

Rather slight, of average height, with tired eyes and just a suggestion of languor, he is not physically compelling. But he has great personal force and charm; he talks slowly, easily—with even a certain diffidence—and before you know it, you

(Continued on page 802)



## His Best Christmas Gifts

Millions use the 'Ever-Ready' and millions more ought to be self-shavers—men who should encourage economy and comfort. If he hasn't bought his 'Ever-Ready' give it to him for Christmas. It's the gift that will make a man think gratefully of you every morning no matter where he is or where you are.

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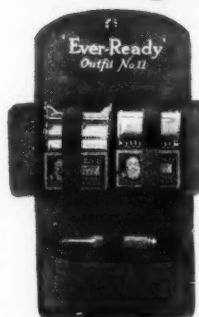


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1864

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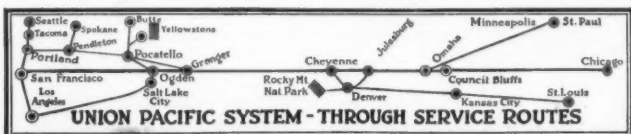
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## Men Who Are Winning the War

(Continued from page 801)

believe in him. It is exactly that quiet, soothingly convincing manner that carried his company and his associates through the stormy years.

And again he disarms one because he has not a trace of cupidity. He has made a great deal of money, but he has never worked with great wealth as an ambition. Today he lives more modestly than most of his executives. He married in 1909, but neither he nor Mrs. Girl cares in the least for display. He might have a dozen motor cars, but he owns only the one which he needs for transportation from his home to his office. I have been told that he secretly gives away more money each year than either he or his wife spends; but he will not say a word as to charities and most of his donations are under the strict pledge of secrecy. Again he is not spurred by love of power, for he makes a point of never giving orders—he never goes beyond a suggestion. He is a dreamer, an idealist in the business world, and that his ideals have been profitable interests him only because he would doubt their soundness were it not possible to take them into the world of work.

## Reveille to Taps on a Battleship

(Continued from page 786)

After the War of Independence, when our states formed but a confederacy, each state maintained its own navy. There was no national navy. We had Rhode Island, Massachusetts, or New York sailors, as the case might be. What a navy we would have if each state would build a battleship, and present it to the national government; they would be doing a most valuable thing for the national defense.

From the farms of Kansas and Ohio; from the mountains of Colorado and Washington; from the woods of Maine and Michigan they come, these American bluejackets of our modern navy, not ignorant, but with intelligence. They come from good families, rich as well as poor, leaving mothers and the comforts of home behind them, sacrificing some of the rights of their citizenship that they may serve their country; and so, all honor to the regular navy man.

## The Reconnaissance Plane

Just above the trenches, a mile or so in height, We're after information and we haven't time to fight, Wireless man's a-signalling the batteries below, "Five to left," and "Two to left," "Hold it now, just so!" Direct the guns for half-an-hour; we're the only eyes they've got; Hope the Boches don't knock us down with a bloomin' lucky shot! Keep the motors roaring, then you'll never hear The shrapnel that's a-busting all along the rear. Pilot's got to watch above. Mustn't fail to see The stubby wings and rounded tail that mark the L. V. G.

The L. V. G.'s a wicked bird, got to use your eyes, He'll send the wind right up your back if he takes you by surprise. Cra-a-ang! In the right-hand motor! Must've been a shell! Dive and turn—Dieu Merci, t'other motor's going well! Cut the juice and shut her off, else we'll share the fame Of Elijah's ride to Heaven in a chariot of flame.

With one single motor to do the work of two, Keep your eyes about you, the job is almost through. And now for home, "Ah, le volait! There he is at last, An L. V. G.'s a-coming, and he's coming mighty fast!"

The Lust Verker Gesellschaft's a beautiful machine, He's full o' speed, and full o' guns, and twice as full o' spleen, But now that we have seen him, we'd better go away— It's supper-time down there below—we haven't time to stay.

So au revoir, my speedy foe, as you volplane from the blue, You may have a better motor, but I can drop as fast as you. Every wire a-whistling, hangars drawing near, Flatten out against the wind. God! I'm glad I'm here! My mechanic's go-ing to weep when he sees the wreck, But what's a busted motor against a busted neck!

A cigarette, and in the shade a soft and roomy chair, To watch and count my comrades returning from the air, Like a troop of homing swallows a-circling to their nest— That's the part of flying that I like the best!

DABNEY HORTON,



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## Bullets as a Spy-Remedy

By THOMAS F. LOGAN  
Leslie's Weekly Bureau, Washington, D. C.

REPEATED successes scored by incendiaries in attempts to destroy munitions and supplies at American ports are slowly weaning the United States government from its reluctance to employ bullets as a remedy for German espionage. Washington officials are becoming converted to the theory that only the most drastic measures will have a deterrent effect on the activities of traitors and secret enemies harbored in this country. The present situation in America is comparable to conditions that existed in Archangel under the old Russian régime. There, too, the agents of Berlin used the torch and dynamite with disastrous results. Eventually, the British government took a hand in the game. London informed Petrograd that shipments to Archangel would be discontinued unless protective measures satisfactory to His Majesty's government were adopted. An arrangement was effected which, for more than a year, has practically put Archangel under English control. British destroyers convoy shipments to Archangel and the British government sees to it that these shipments are immune from the German spy system after they are landed. According to estimates of Washington officials in a position to know, more than five hundred spy suspects in Archangel have been shot or sent to Siberia. Munitions and food supplies are now as safe from destruction in the Russian port as they would be in Liverpool. Equally stern measures would put an end to the destruction of material on this side of the Atlantic by agents of the Wilhelmstrasse in the Western World.

### An Example for the Hun

GERMAN prisoners in the United States are treated with a degree of kindness that amazes readers of reports from the internment camps. Luxuries as well as the necessities of life are generously provided for the imprisoned alien enemies. Swimming pools, movie theaters, libraries and a dozen other devices to promote their happiness have been established at the expense of the United States Government. In addition, the military captives are receiving the pay of their rank in the United States army and navy. This fact, in particular, has caused bitter comment from critics who contrast this amazing American policy with the harsh treatment accorded the unfortunates in German prison camps. There is method, however, in this apparent madness of the Washington Government. It is a detail of the great moral drive which President Wilson is making to convince the German people that the war is not directed against them but against an iniquitous government which holds them from their freedom. The same intention is back of the plan to circulate the President's speeches by dropping them over the Teuton trenches from airplanes after they have been translated into German. It is believed the story of democracy eventually will be driven home, and that the victims of "kultur" will take matters into their own hands and establish a representative form of government.

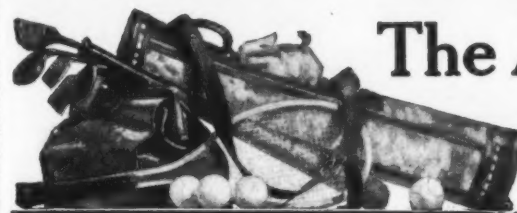
### Helping the Railroads to Help the Country

THE beginning of the present hearings of the railroads for advanced freight rates found the Interstate Commerce Commission lending an attentive, if not a deferential, ear. One by one, the big railroad managers got up and told their needs. It was a tale of rapidly mounting expenses, but of uninterrupted activity in every direction calculated to win the war, whether dividends were paid or not. They asked for relief, but not so much that the railroads might swim in the stream

(Continued on page 807)

# For Christmas— Home Billiards!

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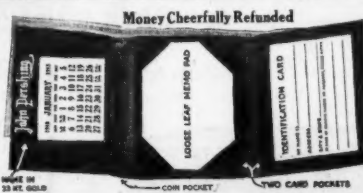
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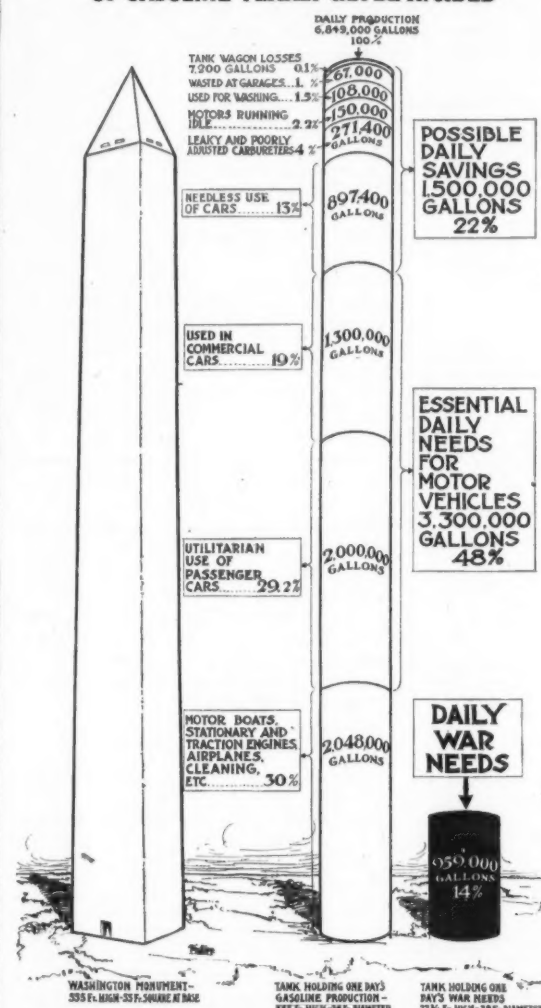
## Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

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THE man who first discovered the utility and value of the automobile was too much of an optimist. Said he, "With this new horseless carriage, I can increase the work that I can do; I can reach home earlier from the station and have more time with my family; I can take them on short trips into the country into sections heretofore closed to us, even by the use of a horse; I can add to my own health, and, therefore, increase my efficiency and earning capacity. Under these new conditions which the automobile will make possible, work will indeed be a pleasure." And from that moment the passenger automobile was known as a *pleasure car*.

It matters not that users daily demonstrate in thousands of ways the necessity for the passenger car, or that owners can prove by actual figures the improvement in their health and the increase in their efficiency and the service they are enabled to render the community through the use of the automobile; the term "pleasure car" and all that it implies still clings, until today, when there are some three million and a half in use, we find legislators differentiating between trucks

and "pleasure cars" as a class.

And yet were it not for the false impression of the term implied, no name could be more appropriate for such a vehicle than the name *pleasure car*. What is more pleasurable than the sense of work and daily tasks well and efficiently done and the actual feeling that the owner, through the sensible use of his passenger vehicle, is rendering a real service to his country in the time of its greatest stress. In fact, if pleasure is measured by the ability to serve one's country and one's fellow-man, the term *pleasure car* is, more than ever, appropriate. And yet so many are there of those who see in the word "pleasure" only the selfish aspect, that the name has become a dangerous one to use in this connection, and every effort should be made to substitute the more literal name of "passenger" car.

The country is crying for men; not only for those of military age, but for every ounce of man-power available for some service directly connected with the manufacture or transportation of supplies needed for the army. Every time we, through cooperation and efficient management, release a man from his present employment so that he is available for more important work, we render a distinct service to our country.

How may the motorist participate in this work? Easily—at least a dozen times a day—by the thoughtful use of his car.

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He will offer suggestions as to the choice of automobile accessories as Christmas gifts; practical presents in keeping with the spirit of the times.

### USE THE COUPON

### Choose Your Gifts Wisely For Your Motoring Friends

Following is a list of suitable gifts for motorists. Check the ones in which you are interested, fill out the coupon and receive in return the free advice of LESLIE'S Motor Department experts as to the fitness of the gift in question and the size and type required.

Carbon Removers	Polishes and Body
Chemicals (radiator	Cleaners
cleaners, etc.)	Radiator Covers
Clocks (dash board)	and Attachments
Fire Extinguishers	Shock Absorbers
Gauntlets and	Slip Covers
Robes	Spark Plugs
Hand Warmers	Spot Lights
Heaters	Thermometers
Horns and Warn-	(radiator)
ing Signals	Tires and Tubes
Jacks	Tire Repair Kits
Lenses (headlight)	Theft Preventers
Luncheon Outfits	Tow Lines and
Mirrors (rear view)	Pulleys
Non-Skid Devices	Vulcanizers
(chains)	Wind Shield
	Cleaners

H. W. SLAUSON, M. E.,  
MOTOR DEPARTMENT,  
LESLIE'S WEEKLY,  
225 Fifth Avenue,  
New York City.

Dear Sir:

I would like to give a suitable gift to the owner of a ..... car, model No. .... I have checked (V) the kind of gift in which I am interested. Please advise me of its suitability and, if necessary, tell me the kind and size adapted to this particular car, and give me the names of manufacturers who are able to furnish these as Christmas gifts.

Name.....

Address.....

Packages and small boxes which can easily be carried on the floor of a touring car or runabout can be transported by their consignors or consignees, if not at an actual saving in express charges—which generally include delivery—at least at a marked betterment in time and efficiency.

The younger generation is largely benefiting by the almost universal use of the automobile. Schools, too far removed for the day pupil of a decade ago, are now made available to the children of families living two and three miles distant, and through the motor bus transportation facilities afforded by the Boards of Education of many cities, supplemented by the efforts of those parents who own cars, the number of school buildings necessary may be reduced and the work required in the construction, maintenance and management of a number of small educational organizations can be concentrated with maximum efficiency on the larger plant.

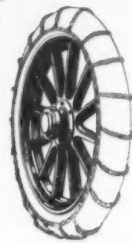
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The slogan of the patriotic car owner should be "Make Every Mile Count." Granted that his own health and that of his family requires a trip of two or three hours a week in the open air, such a use of the touring car might seem to be "pleasure" in its broadest sense, but it it serves to save doctor bills, to make the man more efficient in business and the wife better able to attend to the details of housekeeping and food conservation, the money thus spent will be more than saved. The use of a car for the purpose of recreation and health, however, can be combined with some definite purpose, especially in the summer and late fall, when fruit and garden produce can be purchased "at the roadside" directly from the farmer who grows them. It should be remembered, however, that the trip will be as enjoyable and as beneficial from the health standpoint if a moderate speed is maintained as if the driver strives for an average of thirty or thirty-five miles an hour. Not only will more gasoline be saved under the former condition because a shorter distance is traveled in the same length of time, but also it is well to realize that the gasoline consumption is more economical at a speed in the neighborhood of twenty miles an hour than at higher rates. Furthermore tire wear is greatly increased by high-speed travel and with the high price of rubber, this is no mean item to be ignored.

## Weed Tire Chains for a Safe and Merry Christmas

to your friend  
who has  
given you  
so many  
delightful  
auto rides



### Another Suitable Gift

would be a Weed Chain-Jack which operates with a chain while you stand erect clear from greasy springs, tire carriers and other projections — "A real jack that does its work without forcing you to get down on your hands and knees in the snow, mud or dust."



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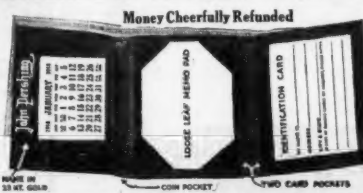
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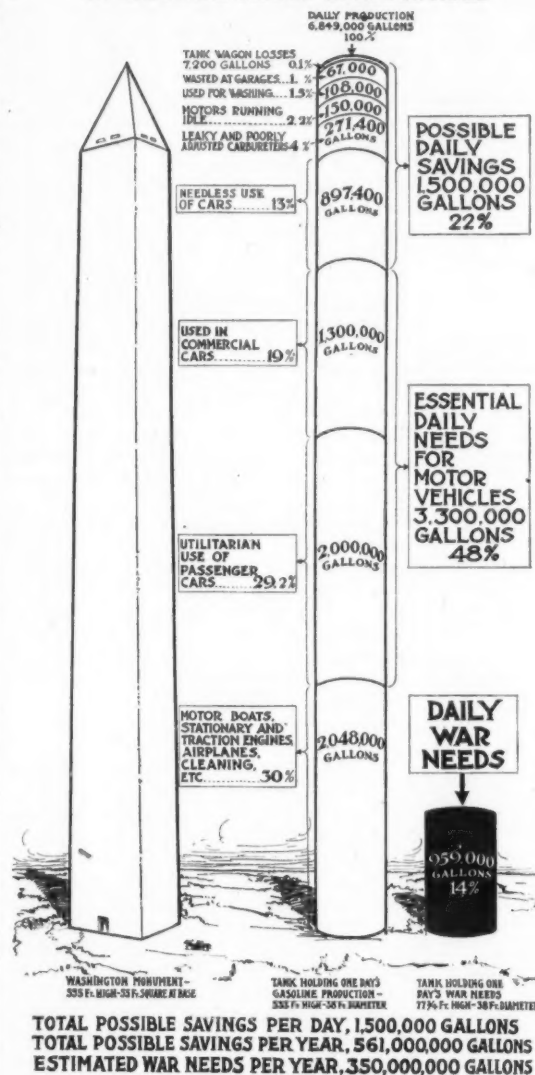
## Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

### Making Your Car Serve Your Country

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#### HOW YOU CAN DO YOUR PART

The National Automobile Chamber of Commerce has determined the various channels through which gasoline is wasted. By a unified effort on the part of the motorists it will be noted that a sufficient saving of gasoline, otherwise wasted, can be obtained to provide for almost double the war needs of our country.

THE man who first discovered the utility and value of the automobile was too much of an optimist. Said he, "With this new horseless carriage, I can increase the work that I can do; I can reach home earlier from the station and have more time with my family; I can take them on short trips into the country into sections heretofore closed to us, even by the use of a horse; I can add to my own health, and, therefore, increase my efficiency and earning capacity. Under these new conditions which the automobile will make possible, work will indeed be a pleasure." And from that moment the passenger automobile was known as a pleasure car.

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- |                     |                   |
|---------------------|-------------------|
| Carbon Removers     | Polishes and Body |
| Chemicals (radiator | Cleaners          |
| etc.)               | Radiator Covers   |
| Clocks (dash board) | and Attachments   |
| Fire Extinguishers  | Shock Absorbers   |
| Gauntlets and       | Slip Covers       |
| Robes               | Spark Plugs       |
| Hand Warmers        | Spot Lights       |
| Heaters             | Thermometers      |
| Horns and Warn-     | (radiator)        |
| ing Signals         | Tires and Tubes   |
| Jacks               | Tire Repair Kits  |
| Lenses (headlight)  | Theft Preventers  |
| Luncheon Outfits    | Tow Lines and     |
| Mirrors (rear view) | Pulleys           |
| Non-Skid Devices    | Vulcanizers       |
| (chains)            | Wind Shield       |
|                     | Cleaners          |

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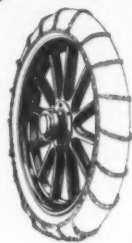
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### Another Suitable Gift

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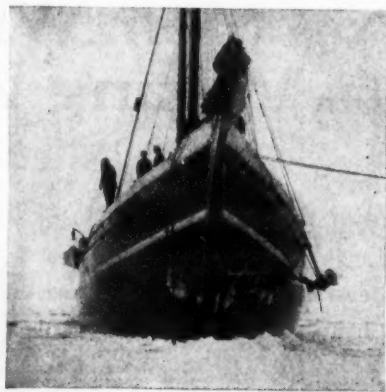
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## Can We Fly to Victory?

(Continued from page 800)

will be a factor for some time to come, owing to the lack of workmen skilled in this sort of construction. With the exception of the motor, an airplane is a hand-made affair; the men who build it are specialists, who must serve a long apprenticeship. Assembling an airplane, particularly, is slow pottering work, requiring a special sort of skill. The faster a machine the more delicate are its adjustments; a brace wire drawn too tight or a strut a trifle out of alignment is enough to make a machine unfit to fly. To get speed the factor of safety must be sacrificed, and if the workmanship is not letter-perfect, the machine may collapse in the air. It is useless to talk about thousands of airplanes when the trained personnel of the factories is sufficient to turn out only a few hundred a year.

Standardized airplanes, except for school purposes, are, up to the present, an impossibility. A model intended for use over the lines can not be turned out in quantity till it has been tried out in actual service; no matter how well it will stand up under the original demonstration, or how near perfect the maker supposes it to be, it will show up a dozen faults on the front. By the time these have been corrected and it is *bien au point*, a newer and better type has been developed. The flow of invention and improvement is too rapid for standardization.

America's greatest immediate contribution will undoubtedly be motors. They are badly needed over on this side, and the United States has every faculty for building them quickly and in quantity.

When the plan of training 10,000 pilots was first suggested it seemed colossal, but taken in connection with the recent report that 150,000 officers are to be trained within the next year, that aviation program seems conservative. One hundred and fifty thousand officers means an army of four and a half million men. If these plans are carried out the ratio of aviators to infantry will be no higher than in European armies.

(The End)

## A Week of the War

(Continued from page 784)

From a tactical standpoint the British success is also more important, for what has been done before Cambrai may be done elsewhere. General Pershing was an interested observer of the British victory and we can be sure its lessons will not be lost on him.

### Desperate Italian Resistance

ONE of the motives of the British surprise attack in France was unquestionably to relieve pressure on the Italian front. The furious and long-continued offensive from the Trentino has made heavy drains on the German reserves, and the British victory will doubtless prevent any further diversion of the enemy's resources in men and munitions from France to Italy. The Austro-German armies operating from the Trentino have driven forward through the mountains almost to the plains, but the Italian resistance has continually stiffened and desperate fighting has been reported between the upper reaches of the Piave and Brenta rivers, where the enemy has concentrated the main force of his drive. If the Austro-German armies succeed in breaking out from the mountains in this region, the entire Italian line along the lower Piave must be withdrawn to escape envelopment and this would mean the loss of Venice and much additional territory. The places to watch are the Asiago Plateau and the Mt. Grappa sector between the upper Brenta and Piave rivers.



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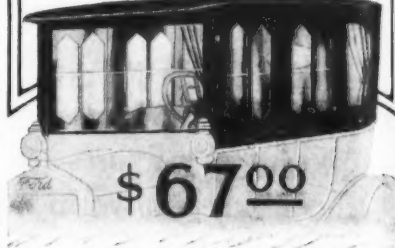
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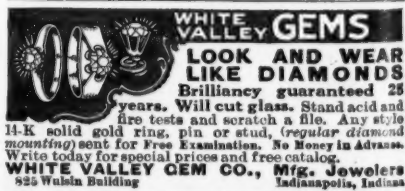
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## Bullets as a Spy-Remedy

(Continued from page 803)

of general prosperity as that they might "do their bit" to the last ounce of their energy in the great national task to which they were committed, and for which they had joined in one great national system.

So, one by one, these men got up and faced the honorable members of the Interstate Commerce Commission. The latter listened. The atmosphere lacked its old-time chill. There was no heckling.

The conditions of the past year have had much to do with this change. The country knows today how essential the railroads are to the great task in hand. To the railroads themselves, however, is due the change of heart that has taken place with the commission as elsewhere. Many of the railroad managers have been in Washington since the entrance of the United States into the war, earnestly engaged on the problems which this participation has brought about. Being on the ground, they have been enabled to become better acquainted with the manner in which all governmental institutions, including the Interstate Commerce Commission, looks at them and their work. Conversely, they better understand how the government does its work, and thus better to adjust their methods of approach to governmental methods. By a natural law this better understanding has been mutually helpful. Each has discovered in the other that behind the "system" there are men, very much alike in passion and patriotism.

There is no doubt that the railroads will get relief from the Interstate Commerce Commission. Neither is there any doubt that the people will stand by the decision. If not enough relief is given now, the railroads will come forward again, present their case afresh and receive an attentive hearing. The country has come to recognize that the railroads without sufficient earning power are as ineffective in the present national emergency as a General Cadorna without ammunition.

### Germany's Big Advance

THE first eight months of America's participation in the war have been marked by dangerous delays in preparation, due to divided authority. The last few weeks have seen the Allied cause staggered by blows that could not have been delivered effectively if the Entente had presented a solid front. Germany is taking advantage of conditions which are better understood in Berlin than in London, Paris or Washington. In the first period of the war the Teuton military machine was directed in the west by a council of generals at which a majority vote ruled and over which the Kaiser merely presided. Costly blunders resulted. Meanwhile, on the eastern front, Hindenburg, assisted by Ludendorff, ruled without opposition. The result was a complete crushing of Russia. The object lesson bore fruit. Now Hindenburg is the supreme head of the German, Austrian, Bulgarian and Turkish forces. The plans worked out by this stolid, phlegmatic, bull-dog general and the tense, nervous, emotional assistant who provides the brains behind the German strategy, are carried out swiftly and without the friction born of red tape. In this way, the full force of the Central Alliance is swung into every blow against a loose confederacy. England controls the sea for the Entente. France's army is the great land fighting unit. And the United States is now the chief provider of the sinews of war. If the struggle is prolonged several years an American may have Hindenburg's authority. The development of a new Napoleon or Wellington would put France or England in supreme control of the drive against the German line. Germany has a tremendous advantage and is pressing it to the limit before the Allies create a remedy for their greatest weakness.



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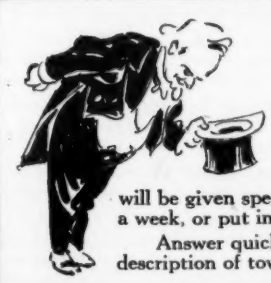
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# Jasper's Hints to Money-Makers



ORRIN M. CORWIN

Of Minneapolis, who was lately elected president of the Farm Mortgage Bankers' Association of America. He had been vice-president since the association was organized. He is vice-president of the Wells-Dickey Co., and the manager of its farm mortgage department.

JOSEPH E. MAXWELL

Head of the Maxwell Investment Company of Kansas City, Mo., who was re-elected as first vice-president of the Farm Mortgage Bankers' Association of America at the convention in Minneapolis. He is one of the leading farm mortgage bankers of the Southwest.

E. D. CHASELL

Of Des Moines, who resigned as state railroad commissioner of Iowa to become secretary and treasurer of the Farm Mortgage Bankers' Association of America. Mr. Chasell was formerly a newspaper man and a legislator, and is a large landholder and a capable business man.

W. M. FITCH

Vice-president and farm loan officer of the Mississippi Valley Trust Company, St. Louis, Mo., whom the Farm Mortgage Bankers' Association of America elected as a member of its board of governors. He was also appointed a member of the Association's Federal legislative committee.

NOTICE—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit \$5 directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A three-cent postage stamp should always be enclosed. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.

WE have been going through a Big Men's scare. A lot of little speculators were shaken out of the market, while most of the small investors who had paid for their securities held them through the panicky demonstration and will hold them until they get their money back, or make a profit.

The recent serious decline, sharply accentuated as it was by bears struggling to cover their shorts, once more emphasizes my constant argument in favor of cash dealings in Wall Street in preference to operating on a margin.

Many an investor who had bought more than he could carry was compelled to sacrifice his holdings during the break. The American people want to gamble. There are more speculators than investors and, nine times out of ten, the speculators are on the losing side, and the investors on the winning side. I know a number of investors who have made money in Wall Street, but I know a hundred times as many speculators who have lost.

Big Men scare easily. A contrary impression may prevail, but it is natural that those who have much at stake should worry most, while the small holder, realizing that he can stand a loss, will await with patience the outcome of the market's perturbations.

Whenever unfavorable symptoms appear in Wall Street, heavy operators begin to magnify them. The small investor is less concerned. The big operator may be at the mercy of his banker. The latter may call in his loans or discriminate against some securities held as collateral. The small investor, with his securities bought and paid for and stowed away in his safe deposit box, has less to fear. With him, it is business as usual.

This world-wide war is naturally a period of great uncertainty. The rumor in Wall Street that the leading neutrals, including Denmark, Sweden and Norway,

might line up with Germany and against the Allies had a very depressing effect, and the raid of the Germans on Italy—happening so unexpectedly and following the smash-up in Russia—made some of the heaviest holders of securities tremble. All good signs were forgotten.

It is unfortunate that, added to the disturbing foreign factors, we have equally disturbing domestic factors, such as the bullheadedness of the Interstate Commerce Commission and the destructive tendencies of our lawmakers generally. If the Interstate Commerce Commission had performed its function, as a constructive body, to act as an arbitrator between the shippers and the railroads the situation of the railroads would be very different.

It wasn't pleasant to find Commissioner McChord heckling Mr. Vanderlip while the latter was making his argument in favor of fair play for the railroads. Mr. McChord intimated that the bankers had a lot to do with the troubles of the railways. He referred to J. S. Bache & Co. and the literature they had sent out, that held the Interstate Commerce Commission largely responsible for the distressful condition of railroad credit. They had a right to their opinion. It is no secret that it is the opinion also of all thoughtful and patriotic citizens.

For ten years I have criticized the unfriendly attitude of the Interstate Commerce Commission toward our railroads and have predicted that a day of reckoning would come. That day is here. Every investor in a railroad security knows it; every depositor in a savings bank who realizes the shrinkage in the value of the securities held by his bank, knows it; every policyholder in a life insurance company, the investments of which are largely in first-class securities, realizes it.

The Interstate Commerce Commission, instead of fulfilling its function as an arbitrator between the shippers and the railways, has acted as if it were employed by the former to get out of the railroads all that it could, even to the exhaustion of the latter's credit. We are learning some lessons by bitter experience. Some of the leading members of the I. C. C. have learned these lessons. It is too bad that they are lost on its mossback members.

The temper of the public is such that



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## THE ANNALIST

### Stocks—Averages—Bonds

TWENTY-FIVE RAILROADS					
	High.	Low.	Last.	Ch'ge.	Last Yr.
Nov. 5.....	57.99	55.95	56.84	-1.77	85.05
Nov. 6.....	Holiday				Holiday
Nov. 7.....	58.28	56.02	57.84	+1.00	94.52
Nov. 8.....	58.04	55.71	56.12	-1.72	84.47
Nov. 9.....	57.34	55.09	55.96	+ .84	84.69
Nov. 10.....	57.69	57.24	57.56	+ .70	83.58
TWENTY-FIVE INDUSTRIALS					
Nov. 5.....	69.83	66.56	67.99	-2.27	115.06
Nov. 6.....	Holiday				Holiday
Nov. 7.....	70.02	66.52	69.28	-1.29	114.88
Nov. 8.....	70.18	65.14	66.43	-2.85	115.63
Nov. 9.....	67.84	66.06	67.20	+ .77	115.37
Nov. 10.....	68.32	66.97	68.01	+ .81	114.18
COMBINED AVERAGE—FIFTY STOCKS					
Nov. 5.....	63.91	61.25	62.41	-2.02	100.05
Nov. 6.....	Holiday				Holiday
Nov. 7.....	64.15	61.29	63.56	+1.15	99.70
Nov. 8.....	64.11	60.42	61.27	-2.29	100.05
Nov. 9.....	62.59	61.07	62.08	+ .81	99.73
Nov. 10.....	63.00	62.10	62.78	+ .70	99.88

### Bonds—Forty Issues

	Close.	Change.	1916.
Nov. 5.....	77.84	— .37	88.88
Nov. 6.....	Holiday		Holiday
Nov. 7.....	77.79	— .05	88.79
Nov. 8.....	77.46	— .33	88.81
Nov. 9.....	77.43	— .03	88.81
Nov. 10.....	77.40	— .03	88.81
STOCKS—YEARLY HIGHS AND LOWS—BONDS			
50 STOCKS		40 BONDS	
High.	Low.	High.	Low.
*1917. 90.46 Jan. 60.42	Nov. 89.48 Jan. 77.40	Nov. 101.51	Nov. 80.91
1916. 101.51 Nov. 80.91	Apr. 89.48 Nov. 86.19	Apr. 1915. 94.13	Oct. 58.99
Feb. 87.62	Nov. 81.51	Jan. 1914. 73.30	Jan. 57.41
July 89.42	Feb. 81.42	Dec. 1913. 79.10	Jan. 63.09
June 92.31	Jan. 85.45	Dec. 1912. 85.83	Sep. 75.24
Feb. 1911. 84.41	June 69.57	Sep. 1910. 84.41	June 69.57

The above table appears every Monday in The Annalist, a financial weekly published by The New York Times. Sign the form below and send it to The Annalist, Times Square, New York.

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it will not be short shrift of way of prosper will not do the prediction The great n is for constru tive regulation all along the had their day the penalty. anger and o are fully arou structionists had their way Those who bought the b ties during selling, will I do not men a bull movem ties can be turning sever investment, the bargain

S. HALIFAX, N. a promising spec C. ROCHESTER Dominion of Can L. CONNELLY ng 8 per cent, is P. DANVILLE in good short-ter S. KEDDYVILLE United Cigar St brought the stock K. WASHINGTON ported earnings a Ingersoll-Rand Owners of the str S. ROCKVILLE pany has profit necessarily cut in Utah Copper sh S. BUFFALO, Paul stock. The Pacific and N earnings. Centr The preferred is M. W. SOME stock on your li railroad issues. tion. I do not as Fulton Moto P. IOWA CITY attraction, a goo to a mining sto man's investme advise purcha companies. A. FARGO, I such reasonably ing pfd.; Amer Atchison pfd.; pfd.; Corn Pr U. S. Steel pfd P. New York can Malling co cent. on first p preferred which falls into line desirable than F. MT. VERN having a specu mon, Chesape Nickel, Kene Sinclair Oil, U inghouse Elect C. LOS AN well-regard it pays 6 per maintained, even better is a fair busi H. BRISTOL long a pull to Steel Co. is de like a fair bu reports excell So. Pac., and R. BOISE, among the be preferred stock like a good tion, paying r is controlled hands. D. NEW V property. T 18 per cent. cent. dividen Tobacco Pro of the season are safer. M. NEW Pac. pfd. a dividend may fair return o of any of the Oil is highl sacrifice you S. TOLEDO ance Tire & bright. For indicted on the Associat committee h its resources



it will not be long before it will make short shrift of those who stand in the way of prosperity. If one political party will not do the job, another will. Mark the prediction!

The great need of this nation at present is for constructive legislation, constructive regulation and constructive progress all along the line. The obstructors have had their day. The people are paying the penalty. The people are slow to anger and of great mercy, but when they are fully aroused they will exile the obstructionists and destructionists who have had their way altogether too long.

Those who followed my advice and bought the best of the investment securities during the period of hysterical selling, will have no reason to regret it. I do not mean that we are on the eve of a bull movement, but when good securities can be bought on the basis of returning seven or eight per cent. on the investment, they are pretty nearly on the bargain counter.

S., HALIFAX, N. S.: Aetna Explosives seems now like a promising speculation.

C., ROCHESTER, N. Y.: Anglo-French bonds are safe. Dominion of Canada 5's are also good.

L., CONNELLSVILLE, PENN.: Woolworth common, paying 8 per cent., is a good business man's investment.

P., DANVILLE, PENN.: It is safer to invest your \$1000 in good short-term notes, but Union Pac. is desirable.

S., KEEDYSVILLE, MD.: The recent manipulation of United Cigar Stores with disastrous results to investors brought the stock into disfavor.

K., WASHINGTON, N. J.: B., SEATTLE, WASH.: If reported earnings and present dividend rate are maintained, Ingersoll-Rand common would be a good purchase at \$250. Owners of the stock would better hold than sacrifice.

S., ROCKVILLE, CONN.: Colt's Patent Firearms Company has profited largely by war orders. Peace must necessarily cut into its revenues. Swift & Company and Utah Copper should continue to prosper after the war.

S., BUFFALO, N. Y.: I do not advise purchase of St. Paul stock. The road's outlook is improving. Canadian Pacific and N. Y. C. declined because of decrease in earnings. Central Leather common is a fair speculation. The preferred is better.

M., W. SOMERVILLE, MASS.: There is only one good stock on your list. So. Pac. is among the most desirable railroad issues. Erie common is a poor long-pull speculation. I do not advise purchase of such speculative issues as Fulton Motor Truck and Loew's Boston Theatres.

P., IOWA CITY, IOWA: While Anaconda has speculative attraction, a good industrial or railroad stock is preferable to a mining stock. Montana Power common is a business man's investment. The preferred is safer. I do not advise purchase of stocks of new and untried motor companies.

A., FARGO, N. D.: You might invest your \$1500 in such reasonably safe dividend payers as American Smelting pfd.; American Sugar pfd.; American Woolen pfd.; Atchison pfd.; U. P. pfd.; Bethlehem Steel 8 per cent. pfd.; Corn Products pfd.; U. S. Rubber 1st pfd.; or U. S. Steel pfd.

P., NEW YORK: This is hardly the time to buy American Malt common. There are arrears of over 33 per cent. on first preferred and over 166 per cent. on second preferred which will have to be paid off before common falls into line for a dividend. The first preferred is more desirable than the common.

F., MT. VERNON, ILL.: Stocks making a good yield and having a speculative element are Central Leather common, Chesapeake & Ohio, Colo. Fuel & Iron, Intl. Nickel, Kennecott Copper, Midvale Steel, Penn. R.R., Sinclair Oil, U. P., U. S. Steel, Bethlehem Steel, Westinghouse Electric and W. U. Tel.

C., LOS ANGELES, CALIF.: Western Union Tel. is a well-regarded corporation. Its earnings are large and it pays 6 per cent., which dividend seems likely to be maintained. The stock declined with all other stocks, even better ones than W. U. At present figure W. U. is a fair business man's speculation.

H., BUNSTON, VA.: Kansas City Southern com. is too long a pull to be recommended. Buy the pfd. Midvale Steel Co. is doing an immense business. The stock looks like a fair business man's investment. Willys-Overland reports excellent earnings. U. P., N. & W., Atchison, So. Pac., and Penna. are inviting at present low figures.

R., BOISE, IDAHO: Although Chino and Inspiration are among the better class of coppers, industrial or railroad preferred stocks are more desirable. Union Pac. looks like a good purchase. American Motors Corporation, paying no dividend, is not attractive. Amco Motor is controlled by Springfield Motors, which is in receivers' hands.

D., NEW YORK: Colo. Fuel & Iron is a Rockefeller property. The company is earning at the rate of over 18 per cent. on common. Indications are that the 3 per cent. dividend will be increased. Wabash pfd. A and Tobacco Products are fair speculations. The pfd. stocks of the seasoned dividend payers, industrial and railroad, are safer.

M., NEW YORK CITY: Better hold than sacrifice Mo. Pac. pfd. and Brooklyn Rapid Transit. The latter's dividend may be reduced, but it will probably yield a fair return on purchase price. I have not a high opinion of any of the cheap-stock oil or mining companies. Crown Oil is highly speculative, but it may be advisable not to sacrifice your shares.

S., TOLEDO, OHIO: The outlook for purchasers of Alliance Tire & Rubber Company's stock is anything but bright. Four of the company's promoters have been indicted on the charge of using the mails to defraud, and the Associated Advertising Clubs of the World's vigilance committee has declared that the company misrepresented its resources and operations.

L., EVANSVILLE, IND.: U. S. Steel common and Utah Copper appear at this time reasonably safe business man's investments. Cuban Cane Sugar pfd. is a dividend payer and a fair business man's speculation. The common pays no dividend and is less desirable. St. Paul common is now in the speculative class. Midwest Oil common has possibilities.

G., MILLVALE, PENN.: Ray Consolidated and B. & O. common are dividend payers and fair speculations. South Penn. Oil is one of the Standard Oil group and is making good returns on market price. Among the best purchases at this time are preferred stocks and bonds of seasoned dividend-paying industrial and railroad corporations, and good real estate and farm first mortgage bonds. Reported earnings make Phila. Co. common attractive at present price and dividend.

M., TORONTO, ONT.: Your list of bonds is excellent. The two debenture bonds and the City of Bordeaux bonds are not so desirable as the others. It is a good idea to invest some of your funds in the preferred stocks you mention. Get the Bethlehem 8 per cent. preferred. There is no Penn. pfd. No bonds in the world are safer than the Liberty Loan bonds. These bonds are attractive both as an investment and a speculation. I think well of the Canadian Victory Loan. It is always safer to buy outright, but the partial payment plan is good for an investor who can spare monthly a stated amount of money.

G., BROOKLYN, N. Y.: The surplus of Wells-Fargo & Co., for 1916 after payment of dividend was over \$3,000,000. The express companies have petitioned the I. C. C. for permission to increase their rates, showing that their business has been injured by war conditions. Evidently a state of peace would benefit Wells-Fargo. The par value of Ohio Oil is \$25. Plans for paying a stock dividend do not seem to have been worked out, but the large and increasing surplus must some day be distributed. The company did well before the war and should do well afterward. Josevig-Kennecott Copper is highly speculative.

New York, December 1, 1917

JANPER.

#### FREE BOOKLETS FOR INVESTORS

Readers who are interested in investments, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, will find many helpful suggestions in the announcements by our advertisers offering to send, without charge, information compiled with care and often at much expense. A digest of some special circulars of timely interest, offered without charge or obligation to readers of Leslie's, follows:

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Those interested in Wisconsin Dairy Farm Mortgages, making a good return, should apply to Markham & May Company, Milwaukee, Wis., for their interesting free pamphlet L-25.

Sound interpretation of business and financial conditions in these war times is the office of the widely quoted and authoritative "Bache Review," which also makes suggestions for investment. Copies mailed free on application to J. S. Bache & Co., members of New York Stock Exchange, 42 Broadway, New York.

This is a time when investments should be made with great care. The Salt Lake Security & Trust Company, Salt Lake City, Utah, offers to the public its 6 per cent. Secured Certificates, of convenient denominations and protected by selected real estate. The company will send free, on request, a booklet and full detailed information.

A number of valuable suggestions for the purchase of stocks or bonds on the partial payment plan have been prepared by John Muir & Co., specialists in odd lots and members of New York Stock Exchange, 61 Broadway, New York. These suggestions are designed to suit people with small or large incomes who would practice investing while they save. Send to Muir & Co. for free circulars M-4 and T-4.


As an attractive January investment, first mortgage serial bonds safe-guarded under the Straus plan are recommended by S. W. Straus & Co., 150 Broadway, New York, and Straus Building, Chicago. These bonds, in denominations of \$1000 and \$500, are stable in value, yield 6 per cent. and most of them are free from the normal Federal income tax. For full information write to Straus & Co. for circular No. Q-703.

All investors contemplating purchase of bonds should send to the widely known and responsible National City Company, National City Bank Building, New York, for its carefully selected and well-diversified list of high-grade bonds now obtainable at very attractive prices, and also the company's comparison of January and current bond prices. These you can get free by writing to the company for December Circular and Price Comparison L-77.

Investors who need information to enable them to take advantage of present low prices and to greatly diversify purchases of securities should write for the eleven free booklets No. 54-D, published by Slattery & Company, 40 Exchange Place, New York. This miniature financial library covers Standard Oil, Independent oil, sugar, copper, motor, silver, tobacco and steel stocks, the war-tax law and the Twenty Payment Plan and includes an Investor's Pocket Manual.

#### A Valuable Financial Handbook

The United States Mortgage & Trust Company of New York has just published its very useful year book, "Trust Companies of the United States" for 1917. The book shows that for the year ending June 30, 1917, the total resources of the trust companies of this country were nearly \$9,000,000,000, an increase of more than \$1,300,000,000, or 17 per cent., over the previous year. For the five-year period the increase was nearly \$5,500,000,000, or over 63 per cent. Detailed statements, names of officers and directors, stock quotations, etc., for more than 2000 companies are given in the book and also the itemized resources and liabilities by States.



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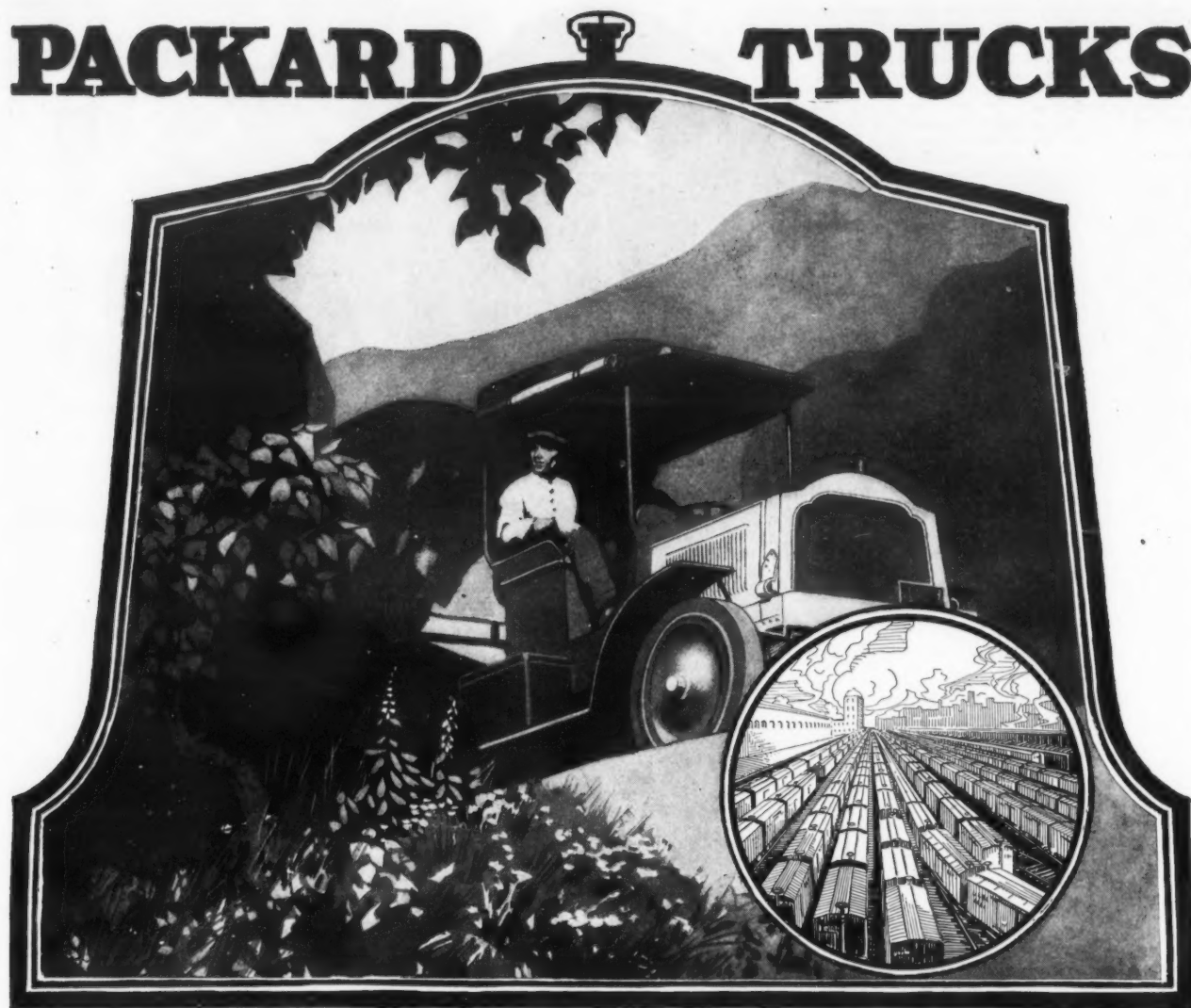
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To meet this situation, forehanded executives are cutting out rail shipments and adopting Packard *direct transportation*. For local hauling of bulky stuff or distant delivery of costly products,

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## The Melting Pot

WOMAN suffrage will increase New York City's election expenses by \$1,000,000.

Georges Clemenceau, France's new Prime Minister, is called the "French Roosevelt."

The National Grange has petitioned Food Administrator Hoover to establish a liquorless day.

Twelve woodsmen, trapped by veering winds in a New Jersey forest fire, were recently burned to death.

Boston saloons have been ordered to eliminate free lunches in the interest of food conservation.

War taxes have created such a shortage of pennies that Scranton, Pa., banks are issuing paper pennies.

An Ohio man suggests winning the war by dropping potato bugs from airplanes all over German farms.

A large Socialist gathering in New York recently cheered the prophecy that we are on the eve of a revolution.

Bishop Keiley, of the Roman Catholic Church, at Atlanta, Ga., commends the war work of the Y. M. C. A.

The Food Commissioner of Canada has lifted the ban against oleomargarine, owing to the high cost of butter.

A Glen Cove, N. Y., jeweler, about to close his business, advertises that he intends to publish a list of all his debtors.

Scott Nearing, the expelled college professor, recently paid for his anti-war talk when a Minnesota court fined him \$50.

The New York Hotel Men's Association at a recent dinner contributed two thousand dollars to the Y. M. C. A. war fund.

An organization has been formed in Pittsburg to combine churches in small communities and thus put them on a paying basis.

John D. Rockefeller, Jr., recently admonished his Bible class that hypocrisy is fatal to religion and that you cannot camouflage God.

Since July the United States has ordered for the use of the Allied armies 3,000,000 pairs of rubber boots and 1,000,000 pairs of "arctics."

Girl students of the University of California have signed a pledge to deprive themselves of sweets, except chewing gum, for the period of the war.

A bazaar established to secure funds for buying soldiers' kits in New York had gross receipts of over \$71,000, but netted only \$750. The district attorney is investigating.

The city officials of an Ohio town who confiscated coal on a freight train to meet the pressing needs of the people in that community have been indicted for impeding interstate commerce.

Kenosha, Wis., is centralizing all its war relief work in one fund, to be administered by a County Council of Defense. Wage-earners are contributing their pay for half an hour each week.

General Castleman, a famous Kentucky Confederate, has solved the dispute as to whether white soldiers should salute negro officers, saying it is only right to salute the country's uniform.

Work on the Episcopal Cathedral of St. John the Divine, the largest on the continent, in New York City, under way for twenty years, has been discontinued for the duration of the war as a patriotic move.

To relieve labor shortage on sugar plantations, Mayor Behrman of New Orleans recently ordered all idlers arrested and put to work, and released from prison those guilty of minor offenses willing to work in the sugar belt.

Samuel Gompers recently declared that the Socialists were responsible for starting the Western Labor Union, the American Labor Union, the I. W. W. and the People's Council, which are making war on the American Federation of Labor.

Let the people rule!

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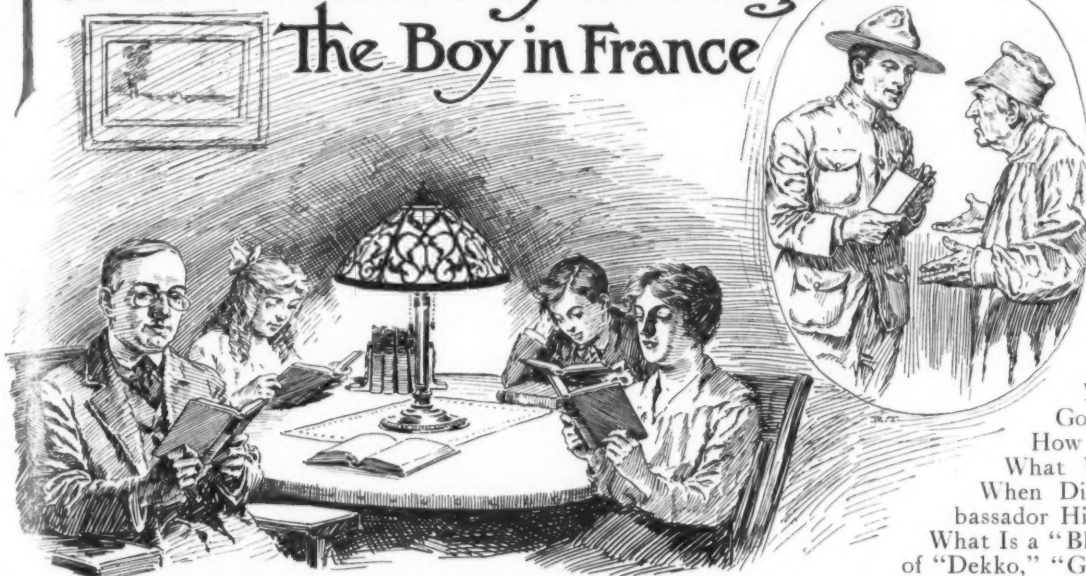
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# For the Whole Family-Including The Boy in France



# Can YOU Answer Them?

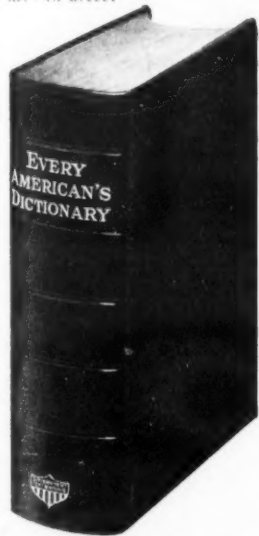
At What Part of the Earth Is the Force of Gravity Least. And Where Greatest?  
What Act Was the Ostensible Origin of the Great European War; When and Where Was It Committed?  
What Were the Chief Agencies that Overthrew the Feudal System?  
What Proportion of the Lives Lost on the Lusitania Were American?  
Field Officers Must Be of What Rank?  
What is the Adamson Law; When Did It Go Into Effect?  
How Old is Field Marshal Sir Douglas Haig?  
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When Did President Wilson Hand the German Ambassador His Passports?  
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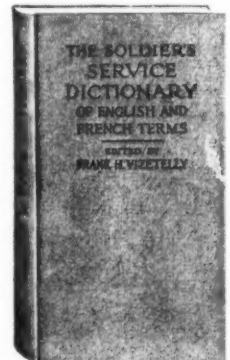
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